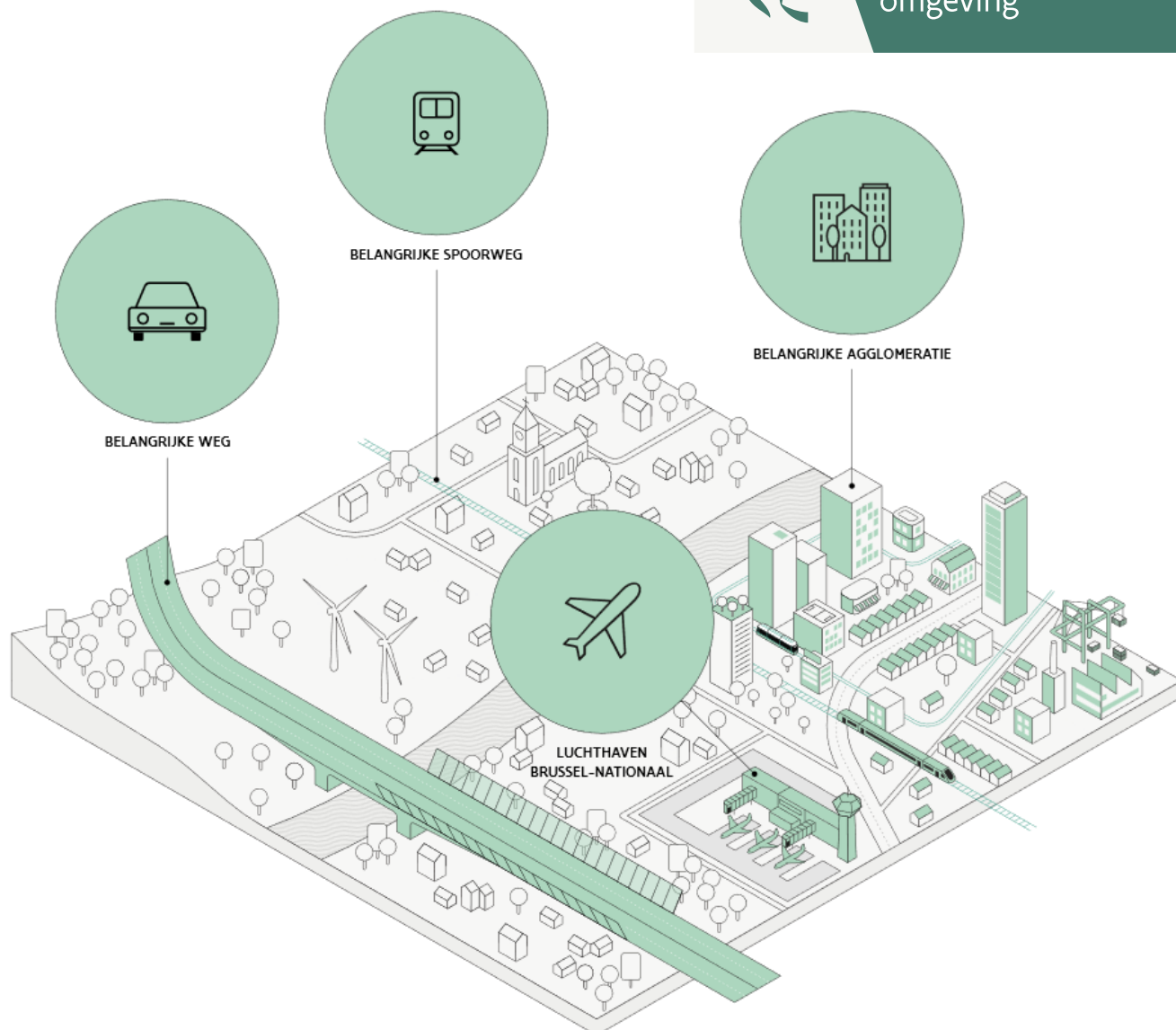




Vlaanderen
is kwaliteitsvolle
omgeving



Bijlage



Rapportering van de geluidsactieplannen 2025-2029 voor de belangrijke wegen, de belangrijke spoorwegen en de luchthaven Brussel-Nationaal aan de Europese Commissie, overeenkomstig artikel 10, 2^e lid van Richtlijn 2002/49/EG

INLEIDING

In uitvoering van de Europese richtlijn Omgevingslawaaai (RL 2002/49/EG) werden door de Vlaamse overheid geluidsactieplannen voor de periode 2025-2029 voor de belangrijke wegen, de belangrijke spoorwegen en de luchthaven Brussel-Nationaal opgemaakt overeenkomstig de in artikel 2.2.4.4 van titel II van het VLAREM voorziene procedure. Deze geluidsactieplannen moeten gerapporteerd worden aan de Europese Commissie overeenkomstig artikel 2.2.4.6.1, 5° en bijlage 2.2.4.6. van titel II van het VLAREM.

De specifieke rapportageverplichtingen van Richtlijn 2002/49/EG zijn opgenomen in het Uitvoeringsbesluit (EU) 2021/1967 van de Commissie van 11 november 2021 tot opzetten van een verplicht gegevensarchief en een verplicht digitaal informatie-uitwisselingsmechanisme overeenkomstig Richtlijn 2002/49/EG van het Europees Parlement en de Raad (verder het 'Uitvoeringsbesluit'). Dit uitvoeringsbesluit bepaalt o.a. dat alle rapporteringen in het kader van RL 2002/49/EG sinds 1 januari 2022 in het daarvoor door het Europees Milieuagentschap ontwikkelde gegevensarchief worden gerapporteerd (Reportnet 3). Daarbij moeten deze rapporteringen voldoen aan zeer specifieke vereisten ten aanzien van het formaat waarin ze worden aangeleverd. Hierbij wordt een onderscheid gemaakt tussen rapporteringselementen die verplicht of facultatief zijn. Facultatieve gegevens worden slechts bij uitzondering opgenomen in de rapportering aan de Europese Commissie.

In dit document is een overzicht opgenomen van de gegevens die aan de Europese Commissie gerapporteerd worden in een leesbaar formaat. Meer informatie over de rapportering en toelichting over de codes en attributen is terug te vinden op <https://www.eionet.europa.eu/reportnet/docs/noise/guidelines>. De rapportering aan de Europese Commissie via Reportnet 3 gebeurt in het Engels. Facultatieve rapporteringselementen die niet worden ingevuld zijn niet opgenomen in dit document.

Voorliggend document wordt als bijlage toegevoegd bij de definitief door de Vlaamse Regering goed te keuren geluidsactieplannen.



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1 BEVOEGDE INSTANTIES (DF2 COMPETENT AUTHORITIES)

Voorafgaand aan de rapportage van de geluidsactieplannen moet ook een overzicht van de bevoegde instanties voor de uitvoering van de richtlijn Omgevingslawaaï aan de Europese Commissie gerapporteerd worden. Dit gebeurt binnen de zogenaamde dataflow 'DF2 Competent Authorities' in Reportnet 3 op basis van een Excel-template. Hierin worden de namen, adresgegevens samen met de rol die zij in deze uitvoering spelen opgenomen.

De voor Vlaanderen bevoegde instanties voor de uitvoering van de richtlijn Omgevingslawaaï zijn opgenomen in bijlage 2.2.4.7 bij titel II van het VLAREM.

1.1 TABEL 'COMPETENT AUTHORITY DETAILS'

competentAuthorityId_identifier	competentAuthorityName	streetName	buildingNumber	postalCode	city
CA_BE_FL_001	Vlaamse Regering	Martelaarsplein	19	1000	Brussel
CA_BE_FL_002	Departement Omgeving	Koning Albert II-laan	15 bus 547	1210	Brussel
CA_BE_FL_003	Agentschap Wegen en Verkeer	Koning Albert II laan	15 bus 420	1210	Brussel
CA_BE_FL_004	Departement Mobiliteit en Openbare Werken	Koning Albert II laan	15 bus 437	1210	Brussel
CA_BE_FL_005	Agentschap Digitaal Vlaanderen	Koning Albert II laan	15 bus 224	1210	Brussel
CA_BE_FL_006	Infrabel	Marcel Broodthaersplein	2	1060	Brussel
CA_BE_FL_007	NMBS	Frankrijkstraat	56	1060	Brussel
CA_BE_FL_008	De Lijn	Motstraat	20	2800	Mechelen
CA_BE_FL_009	skeyes	Tervuursesteenweg	303	1820	Steenokkerzeel
CA_BE_FL_010	Brussels Airport Company	Brussels Airport		1930	Zaventem

CA_BE_FL_008	AG_BE_FL_2	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_012	AG_BE_FL_2	agglomerationAllSources	mappingApproval; actionPlanApproval
CA_BE_FL_015	AG_BE_FL_2	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_018	AG_BE_FL_2	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_021	AG_BE_FL_2	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_002	AG_BE_FL_3	agglomerationAllSources	actionPlanCollection; actionPlanDevelopment; mappingCollection; mappingDevelopment
CA_BE_FL_003	AG_BE_FL_3	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_004	AG_BE_FL_3	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_005	AG_BE_FL_3	agglomerationAllSources	mappingDevelopment
CA_BE_FL_006	AG_BE_FL_3	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_007	AG_BE_FL_3	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_008	AG_BE_FL_3	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_013	AG_BE_FL_3	agglomerationAllSources	mappingApproval; actionPlanApproval
CA_BE_FL_016	AG_BE_FL_3	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_019	AG_BE_FL_3	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_021	AG_BE_FL_3	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_002	AG_BE_FL_4	agglomerationAllSources	actionPlanCollection; actionPlanDevelopment; mappingCollection; mappingDevelopment
CA_BE_FL_003	AG_BE_FL_4	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_004	AG_BE_FL_4	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_005	AG_BE_FL_4	agglomerationAllSources	mappingDevelopment
CA_BE_FL_006	AG_BE_FL_4	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_007	AG_BE_FL_4	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_008	AG_BE_FL_4	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_014	AG_BE_FL_4	agglomerationAllSources	mappingApproval; actionPlanApproval
CA_BE_FL_020	AG_BE_FL_4	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment
CA_BE_FL_021	AG_BE_FL_4	agglomerationAllSources	actionPlanDevelopment; mappingDevelopment

1.4 TABELLEN 'COMPETENT AUTHORITY ROAD' EN 'ESTAT UNIT REFERENCE ROAD'

competentAuthorityId_identifier	CompetentAuthorityRole	reportingLevel	ESTATUnitCode
CA_BE_FL_001	mappingApproval; actionPlanApproval	NUTS1	BE2
CA_BE_FL_002	actionPlanCollection; actionPlanDevelopment; mappingCollection; mappingDevelopment	NUTS1	BE2
CA_BE_FL_003	actionPlanDevelopment; mappingDevelopment	NUTS1	BE2
CA_BE_FL_004	actionPlanDevelopment; mappingDevelopment	NUTS1	BE2
CA_BE_FL_005	mappingDevelopment	NUTS1	BE2
CA_BE_FL_017	actionPlanDevelopment	NUTS1	BE2
CA_BE_FL_018	actionPlanDevelopment	NUTS1	BE2
CA_BE_FL_019	actionPlanDevelopment	NUTS1	BE2
CA_BE_FL_020	actionPlanDevelopment	NUTS1	BE2
CA_BE_FL_021	actionPlanDevelopment	NUTS1	BE2

ESTATNUTSReferenceTitle	ESTATNUTSReferenceTitle NUTS 2021, Version date: 01/02/2020, Scale: 1:1M, Source: Eurostat
ESTATNUTSReferenceLink	https://gisco-services.ec.europa.eu/distribution/v2/nuts/download/ref-nuts-2021-01m.shp.zip

1.5 TABELLEN 'COMPETENT AUTHORITY RAIL' EN 'ESTAT UNIT REFERENCE RAIL'

competentAuthorityId_identifier	CompetentAuthorityRole	reportingLevel	ESTATUnitCode
CA_BE_FL_001	mappingApproval; actionPlanApproval	NUTS1	BE2
CA_BE_FL_002	actionPlanCollection; actionPlanDevelopment; mappingCollection; mappingDevelopment	NUTS1	BE2
CA_BE_FL_004	actionPlanDevelopment; mappingDevelopment	NUTS1	BE2
CA_BE_FL_006	actionPlanDevelopment; mappingDevelopment	NUTS1	BE2
CA_BE_FL_007	actionPlanDevelopment; mappingDevelopment	NUTS1	BE2
CA_BE_FL_008	actionPlanDevelopment; mappingDevelopment	NUTS1	BE2
CA_BE_FL_017	actionPlanDevelopment	NUTS1	BE2
CA_BE_FL_018	actionPlanDevelopment	NUTS1	BE2

CA_BE_FL_019	actionPlanDevelopment	NUTS1	BE2
CA_BE_FL_020	actionPlanDevelopment	NUTS1	BE2
CA_BE_FL_021	actionPlanDevelopment	NUTS1	BE2

ESTATNUTSReferenceTitle	ESTATNUTSReferenceTitle NUTS 2021, Version date: 01/02/2020, Scale: 1:1M, Source: Eurostat
ESTATNUTSReferenceLink	https://gisco-services.ec.europa.eu/distribution/v2/nuts/download/ref-nuts-2021-01m.shp.zip

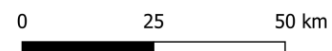
2 TOEPASSINGSGEBIED VAN DE GELUIDSACTIEPLANNEN (DF7_10 COVERAGE AREA)

Voor de geluidsactieplannen moet de contour van het toepassingsgebied ('Coverage area') van het geluidsactieplan gerapporteerd worden aan de Europese Commissie. Dit gebeurt binnen de zogenaamde dataflow 'DF7-10 Noise Action Plan' in Reportnet 3 op basis van een geopackage-template. Hierin wordt de contour van het toepassingsgebied van de geluidsactieplannen in opgenomen samen met een uniek nummer dat aan het geluidsactieplan wordt toegekend ('actionPlanIdIdentifier').

De beschrijving van het toepassingsgebied is opgenomen in de respectievelijke geluidsactieplannen.

2.1 LUCHTHAVEN BRUSSEL-NATIONAAL

Toepassingsgebied geluidsactieplan 2025-2029 Luchthaven Brussel-Nationaal

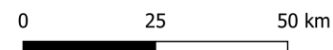


actionPlanIdIdentifier	AP_AI_BE_FL_2025-2029
inspireId_LocalId	AP_AI_BE_FL_2025-2029
inspireId_namespace	end_actionplan_majorairport_BE_FL

2.2 BELANGRIJKE WEGEN

Toepassingsgebied geluidsactieplan 2025-2029

Belangrijke wegen

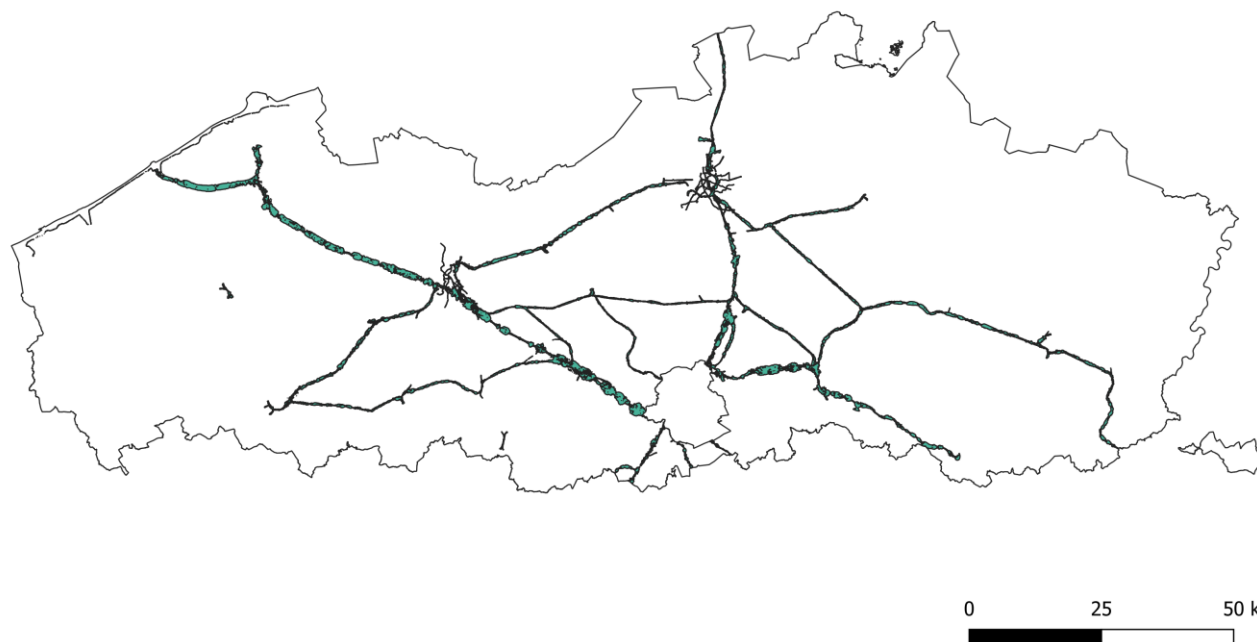


actionPlanIdIdentifier	AP_RD_BE_FL_2025-2029
inspireId_localId	AP_RD_BE_FL_2025-2029
inspireId_namespace	end_actionplan_majorroad_BE_FL

2.3 BELANGRIJKE SPOORWEGEN

Toepassingsgebied geluidsactieplan 2025-2029

Belangrijke spoorwegen



actionPlanIdIdentifier	AP_RL_BE_FL_2025-2029
inspireId_localId	AP_RL_BE_FL_2025-2029
inspireId_namespace	end_actionplan_majorrailway_BE_FL

3 GELUIDSACTIEPLANNEN (DF7_10 NOISE ACTION PLANS)

Voor de geluidsactieplannen moet ook een samenvatting gerapporteerd worden aan de Europese Commissie in een gestandaardiseerde vorm en op basis van codes. Dit gebeurt binnen de zogenaamde dataflow 'DF7-10 Noise Action Plan' in Reportnet 3 aan de hand een Excel-template.

3.1 GELUIDSACTIEPLAN 2025-2029 LUCHTHAVEN BRUSSEL-NATIONAAL

3.1.1 Tabel 'NoiseActionPlanMajorAir'

actionPlanIdIdentifier	AP_AI_BE_FL_2025-2029
legalContext_actionPlanStartDate	Datum van goedkeuring geluidsactieplan – Te bepalen
publicConsultation_consultationStartDate	21/11/2024
publicConsultation_consultationEndDate	20/12/2024
publicConsultation_consultationMeans	advertisement; informationCampaign
publicConsultation_otherConsultationMeans	In addition to the advertisements in newspapers and the information campaign through social media, websites and newsletters, several authorities were consulted on the action plan.
publicConsultation_commentsReceived	Yes
publicConsultation_commentsIncludedInNAP	Yes
publicConsultation_NAPReviewed	Yes
publicConsultation_reviewExplanation	After the public consultation the competent authorities reviewed the comments and proposals. Some clarifications and updates were made in the action plan. Additional measures were planned concerning updating other legislation with the new dose-effect relationship for aircraft noise and the enforcement of the conditions in the environmental permit for the airport.
longTermStrategy	Yes
longTermStrategyExplanation	In densely populated Flanders, many people are exposed to environmental noise. This not only causes inconvenience but also poses health risks. The noise action plans formulate the ambition to reduce environmental noise to a level that is no longer harmful to health in the long term (2050). Additionally, the Flemish Government aims to create a living environment that positively influences health and stimulates healthy behavior. Achieving this long-term ambition in a changing Flanders context is a particularly challenging task that must be undertaken together with and in the interest of the Flemish society.

quietAreas implementationMechanism resultsEvaluationMechanism	In the medium term (2030), the Flemish Government wants to provide measures and actions to create a trend break towards less severe noise nuisance and less sleep disturbance due to traffic. The Flemish Government encourages other competent entities to do the same so that joint efforts can lead to a substantial reduction in the percentage of people chronically affected by traffic noise. To this end, priority zones with high noise pollution from traffic will be targeted, as well as measures that have a more overall impact. Additionally, new problems must be avoided through thoughtful spatial planning and permitting policies that take into account the proximity of noisy infrastructures. Within this general policy vision and strategy, the Flemish Government wishes to continue to reduce the noise impact of the airport region, without losing sight of the airport's important function as an economic engine for Flanders. In the environmental permit granted on March 29, 2024, the Flemish Government set a special environmental condition that aims to achieve a step-by-step reduction by 2032 compared to 2019 of -30% in severely affected individuals as well as in the number of severely sleep-disturbed individuals. These figures are adopted in the noise action plan as the basis for the Balanced Approach procedure as prescribed by Regulation (EU) 598/2014. In this way, a sustainable solution for both the environment and economic activity can be achieved in the long term.
	No
	Yes
	No

quietAreas	No
implementationMechanism	Yes
resultsEvaluationMechanism	No

3.1.2 Tabel 'NAP_MajorAir'

actionPlanIdIdentifier	AP_AL_BE_FL_2025-2029
ICAOCCode	EBBR

3.1.3 Tabel 'NAP_MajorAirCompetentAuthority'

actionPlanIdIdentifier	AP_AI_BE_FL_2025-2029
competentAuthorityIdIdentifier	CA_BE_FL_002

plannedMeasureDetail_plannedMeasure	measureAtSource; changeInEmissionLevels; quietAirplanes; greenArea; educationAwarenessActivities; informationDissemination; landUsePlanning; planningAndOrdinance; urbanPlanning; buildingInsulationMeasure; windowInsulation; managementRunwayGroundOperations; managementOfAirTrafficOperations; managementTakeoffLanding; curfewHours; respiteAndNoiseSharing; timeRestriction; measureAtPath; newInfrastructure; noiseBarrierMeasure; greenNoiseBarrier; communication; communityEngagement; complaintManagement
plannedMeasureDetail_expectedBenefits	Within the coverage area of the action plan, a reduction of 13.4% in the number of people exposed to levels equal to or more than 55 dB Lden is expected in 2029 compared to 2019. The number of people in the priority zone (combined noise contours of Lden 65 dB and Lnight 55 dB) will be reduced from 6067 in 2019 to 4678 in 2029. Following measures were taken into account: the fleet renewal towards quieter airplanes, the expected evolution of air traffic at the airport, and the rise of the number of continuous approach operations.

3.1.7 Tabel 'NAP_AirReductionHealthImpact_1'

actionPlanIdIdentifier	AP_AI_BE_FL_2025-2029
ICAOCCode	EBBR
nrOfPeople	9033
explanationMethod	The reduction was calculated in the following way: The number of people exposed to levels equal to or more than 55 dB Lden will be reduced by 9033 (-13.4%). This entails reductions of 11 people in the band 70-74 dB Lden (-14.5%), 340 people in the band 65-69 dB Lden (-13.8%), 3069 people in the band 60-64 dB Lden (-16.2%) and 5586 people in the band 55-59 dB Lden (-12.2%). Apart from this there will be additional people experiencing a reduction, as only the absolute reduction in groups as a whole was calculated and not the internal movement between groups or within groups. Following measure were taken into account: the fleet renewal towards quieter airplanes, the expected evolution of air traffic at the airport, and the rise of the number of continuous approach operations. This calculation does not take population growth into account.

3.2 GELUIDSACTIEPLAN 2025-2029 BELANGRIJKE WEGEN

3.2.1 Tabel 'NoiseActionPlanMajorRoad'

actionPlanIdIdentifier	AP_RD_BE_FL_2025-2029
legalContext_actionPlanStartDate	Datum van goedkeuring geluidsactieplan – Te bepalen
publicConsultation_consultationStartDate	21/11/2024
publicConsultation_consultationEndDate	20/12/2024
publicConsultation_consultationMeans	advertisement; informationCampaign
publicConsultation_otherConsultationMeans	In addition to the advertisements in newspapers and the information campaign through social media, websites and newsletters, several authorities were consulted on the action plan.
publicConsultation_commentsReceived	Yes
publicConsultation_commentsIncludedInNAP	Yes
publicConsultation_NAPReviewed	Yes
publicConsultation_reviewExplanation	After the public consultation the competent authorities reviewed the comments and proposals. Some clarifications were made in the action plan. Additional measures were planned concerning awareness raising on acoustic insulation and the protection of sensitive groups.
longTermStrategy	Yes
quietAreas	No
implementationMechanism	Yes
resultsEvaluationMechanism	No

3.2.2 Tabel 'NAP_MajorRoad_NUTS'

actionPlanIdentifier	AP_RD_BE_FL_2025-2029
allInNUTSCode	Yes
NUTSLevel	NUTS1
NUTSCode	BE2

3.2.3 Tabel 'NAP_MajorRoadCompetentAuthority'

actionPlanIdIdentifier	AP_RD_BE_FL_2025-2029
competentAuthorityIdIdentifier	CA_BE_FL_002 ¹

3.2.4 Tabel 'NAP_MajorRoadLimitValues'

actionPlanIdIdentifier	AP_RD_BE_FL_2025-2029
limitValues_otherCriteriaLimitDetail	Threshold value of 70 dB Lden
limitValues_otherCriteriaDescription	The threshold value is not a legally binding limit value but it is used, together with dwelling density and the length of the road segment where a high dwelling density and noise levels above the threshold value occur, to identify priority zones.

3.2.5 Tabel 'NAP_RoadMappingResultDetail'

actionPlanIdIdentifier	AP_RD_BE_FL_2025-2029
exposedLden55	913034
exposedLnight50	749728
situationForImprovementExplanation	Based on the previous strategic noise maps with reference years 2006, 2011 and 2016, priority zones were defined for taking noise mitigation measures. This was done on the basis of the threshold of Lden 70 dB and/or other criteria. In this plan period, mitigation measures are planned in several of these priority zones. Defining priority zones, examining the most efficient measure for each location, releasing budgets, consulting with the local government and planning the implementation of the measures is a process that can take several years. Therefore, no new priority zones were defined based on the strategic noise maps with reference year 2021. The focus will be on the priority zones defined based on the previous strategic noise maps. For all these priority zones, noise exposure will be assessed based on the strategic noise maps with reference year 2021 and the reduction in noise exposure and health effects by addressing the priority zones will be estimated.

In Bijlage 2.2.4.7 Autoriteiten en instanties voor de uitvoering van Richtlijn 2002/49/EG van VLAREM II werden meerdere instanties aangeduid voor het opmaken van geluidsactieplannen belangrijke wegen (Departement Omgeving en Agentschap Wegen en Verkeer in samenwerking met Departement Mobiliteit en Openbare werken en de administraties van de agglomeraties). In het rapporteringsstelsel kan wat betreft 'NAP_MajorRoadCompetentAuthority' maar één instantie worden geraapporteerd. Aangezien Departement Omgeving instaat voor de coördinatie van de uitvoering van de richtlijn werd hier CA_BE_FL_002 (Departement Omgeving) ingevuld.

3.2.6 Tabel 'NAP_RoadReductionMeasure'

actionPlanIdIdentifier	AP_RD_BE_FL_2025-2029
existingMeasure	roadSurface; changeInEmissionLevels; measureAtSource; measuresForBehaviouralChange; promotingPublicTransport; informationDissemination; noiseBarrier; measureAtPath; noiseBarrierMeasure; communication; communityEngagement; educationAwarenessActivities; landUsePlanning; planningAndOrdinance; noiseQualityArea; soundscape
plannedMeasureDetail_plannedMeasure	roadSurface; changeInEmissionLevels; measureAtSource; measuresForBehaviouralChange; promotingPublicTransport; informationDissemination; noiseBarrier; measureAtPath; noiseBarrierMeasure; communication; communityEngagement; educationAwarenessActivities; landUsePlanning; planningAndOrdinance; noiseQualityArea; soundscape; sensitiveAreaPlanning
plannedMeasureDetail_expectedBenefits	A reduction of 6.7 % in the number of people exposed to levels equal to or more than 70 dB Lden is expected for the major road segments with the planned measures in the action plan. Four quantifiable measures were taken into account (road surface measures, noise barriers, road surface measures in priority zones and noise barriers in priority zones). This calculation does not take population and traffic growth into account.

3.2.7 Tabel 'NAP_RoadReductionHealthImpact_1'

actionPlanIdIdentifier	AP_RD_BE_FL_2025-2029
nrOfPeople	27889
explanationMethod	The reduction was calculated in the following way: The number of people exposed to levels equal to or more than 55 dB Lden will be reduced by 27889 (-3.1%). This entails reductions of 4088 people in the band ≥ 75 dB Lden (-13.7%) and 15144 people in the band 70-74 dB Lden (-5.9%). An addition of 6596 people in the band 65-69 dB Lden (+3.1%). And reductions of 2835 people in the band 60-64 dB Lden (-1.8%) and 12418 people in the band 55-59 dB Lden (-4.9%). There is a shift from people exposed to higher levels to lower levels. Apart from this there will be additional people experiencing a reduction, as only the absolute reduction in groups as a whole was calculated and not the internal movement between groups or within groups. Four quantifiable measures were taken into account (road surface measures, noise barriers, road surface measures in priority zones

and noise barriers in priority zones). This calculation does not take population and traffic growth into account.

3.2.8 Tabel 'ESTATUnitReference'

ESTATNUTSReferenceTitle	ESTATNUTSReferenceTitle NUTS 2021, Version date: 01/02/2020, Scale: 1:1M, Source: Eurostat
ESTATNUTSReferenceLink	https://gisco-services.ec.europa.eu/distribution/v2/nuts/download/ref-nuts-2021-01m.shp.zip

3.3 GELUIDSACTIEPLAN 2025-2029 BELANGRIJKE SPOORWEGEN

3.3.1 Tabel 'NoiseActionPlanMajorRail'

actionPlanIdentifier	AP_RL_BE_FL_2025-2029
legalContext_actionPlanStartDate	Datum van goedkeuring geluidsactieplan – Te bepalen
publicConsultation_consultationStartDate	21/11/2024
publicConsultation_consultationEndDate	20/12/2024
publicConsultation_consultationMeans	advertisement; informationCampaign
publicConsultation_otherConsultationMeans	In addition to the advertisements in newspapers and the information campaign through social media, websites and newsletters, several authorities were consulted on the action plan.
publicConsultation_commentsReceived	Yes
publicConsultation_commentsIncludedInNAP	Yes
publicConsultation_NAPReviewed	Yes
publicConsultation_reviewExplanation	After the public consultation the competent authorities reviewed the comments and proposals. Some clarifications were made in the action plan. Additional measures were planned concerning the maintenance of tramway tracks, awareness raising on acoustic insulation and the protection of sensitive groups.
longTermStrategy	Yes
quietAreas	No
implementationMechanism	Yes
resultsEvaluationMechanism	No

plannedMeasureDetail_expectedBenefits	A reduction of 39.9 % in the number of people exposed to levels equal to or more than 70 dB Lden is expected for the major railway segments with the planned measures in the action plan. Four quantifiable measures were taken into account (Rail track measures and renewal fleet for trams, rail track measures for trains, retrofit of freight wagons and renewal of the railway fleet). This calculation does not take population and traffic growth into account.
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3.3.7 Tabel 'NAP_RailReductionHealthImpact_1'

actionPlanIdIdentifier	AP_RL_BE_FL_2025-2029
nrOfPeople	43717
explanationMethod	The reduction was calculated in the following way: The number of people exposed to levels equal to or more than 55 dB Lden will be reduced by 43717 (-16.1%). This entails reductions of 1388 people in the band ≥ 75 dB Lden (-54.7%), 5946 people in the band 70-74 dB Lden (-37.0%), 8606 people in the band 65-69 dB Lden (-20.2%), 11903 people in the band 60-64 dB Lden (-14.9%) and 15587 people in the band 55-59 dB Lden (-12.1%). Apart from this there will be additional people experiencing a reduction, as only the absolute reduction in groups as a whole was calculated and not the internal movement between groups or within groups. Four quantifiable measures were taken into account (Rail track measures and renewal fleet for trams, rail track measures for trains, retrofit of freight wagons and renewal of the railway fleet). This calculation does not take population and traffic growth into account.

3.3.8 Tabel 'ESTATUnitReference'

ESTATNUTSReferenceTitle	ESTATNUTSReferenceTitle NUTS 2021, Version date: 01/02/2020, Scale: 1:1M, Source: Eurostat
ESTATNUTSReferenceLink	https://gisco-services.ec.europa.eu/distribution/v2/nuts/download/ref-nuts-2021-01m.shp.zip