



Brussels, 20.3.2023
COM(2023) 139 final

ANNEX

ANNEX

to the

**REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND
THE COUNCIL**

**on the Implementation of the Environmental Noise Directive in accordance with Article
11 of Directive 2002/49/EC**

ANNEX

Key messages in the Report from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, First ‘zero pollution’ monitoring outlook, ‘Pathways towards cleaner air, water and soil for Europe’.

Health harm linked to **noise pollution**, such as risk for cardiovascular diseases, sleep disturbance and annoyance¹, has remained rather stable since 2012.

Despite the progress made, over 10% of premature deaths in the EU each year are still related to environmental pollution². This is mainly due to high levels of air pollution, but also due to **noise pollution** and exposure to chemicals which is likely to be underestimated³. Pollution is not distributed equally across the EU. Vulnerable people, including children, the elderly and persons suffering from asthma or other respiratory or cardiovascular diseases, are more sensitive to pollution exposure and those in lower socioeconomic groups also tend to be exposed to higher levels of pollution⁴.

The scale of the impact of **underwater noise**, microplastics and light pollution⁵ on biodiversity is becoming increasingly evident.⁶

On **noise pollution**, it seems unlikely at this stage that the zero pollution noise target to reduce the number of people harmed by transport noise by 30% by 2030 (compared to 2017) will be achieved. Current estimates show that the number will not decline by more than 19% by 2030, unless a substantial set of additional measures is taken at national, regional and local level, and unless reinforced EU action across all relevant transport sectors leads to a significant further reduction in noise pollution. The distance to target can be further reduced if Member States strengthen their measures. This would amongst others include stricter noise regulations and enforcement⁷ for transport, e.g. improving vehicles and their operations and significantly reducing road traffic and speed limits in cities⁸. The latter is already envisaged by many cities as part of their climate and air quality measures.

Overall, the levels of pollution are decreasing in several pollution areas, e.g. as regards air or pesticides pollution. At the same time, other pollution problems persist, e.g. trends for **noise**, nutrient pollution or municipal waste generation are rather stable over the past years. The achievement of the 2030 zero pollution targets is not guaranteed for those.

¹ [EEA \(2022\)](#): ‘Health impacts of exposure to noise from transport’.

² See [here](#).

³ Underestimation as only a limited number of risk factors are considered and does not, for example address the real health risks related to exposure to chemicals. Work is ongoing in the Horizon Europe partnership for the assessment of risk from chemicals ([PARC](#)).

⁴ [EEA Report No 22/2018](#) and new signal [here](#).

⁵ E.g. [EEA ETC-HE Report 2022/8](#): ‘Review and Assessment of Available Information on Light Pollution in Europe’

⁶ See signals [here](#).

⁷ E.g. see [NEMO project](#).

⁸ More details will be published in the upcoming Implementation Report on the Environmental Noise Directive.