

## **Environmental Noise**

The Framework Directive on the Assessment and Control of Ambient Noise (at the time of suitability test) is to reduce exposure by harmonizing the noise indices and assessment methods for this type of noise, gathering information on the noise pollution which were referred to as "noise maps" and was portrayed as the information available to the public. Based on the above, the USA (United States of America) creates action plans in order to solve problems related to noise pollution. A review of the noise maps and action plans were conducted every five years at least. (EU) No 540/2014 introduces a set of restrictions on the permitted noise level of the vehicles which was later introduced as a new test method for the measurement of the noise reduction in reference to the noise limits which were currently applicable to provide additional provisions on noise emissions in reference to the method of noise control (Karaka et.al, 2016).

Regulation (EU) No 168/2013 and the Commission delegated Regulation (EU) No 134/2014 has set noise limits for different vehicles and motorcycles. In addition to the Directive 2001/43 provides for the review and limitation of the noise caused by the tire tread and the slow reduction. Air transport: Regulation (EU) No 598/2014 laying down the regulations of noise at airports, in accordance with ICAO balanced approach, and June in airports with higher traffic 50,000 movements of civil aircraft apply annually (Rao et.al,2017).All of these rules and regulations served to be a methods of control on the basis of noise reduction.

According to (Zeng et.al,2017), this approach of four main elements consists of identifying the most efficient in terms of cost to solve the problem of noise generated by airplanes at individual airports: reducing noise pollution at the source using modern aircraft, sustainable surrounding airport management to the adjustment. The noise that occurred due to operational impacts on the grounds procedures was proposed to be restricted, mentioning a ban on the flights which occur in the night.

The Rail transport which is under the Directive on rail interoperability Framework Technical specifications for interoperability (TSI) Maximum noise produced by rail vehicles (conventional). Ordinance on the costs of noise impacts loading facilitates the modernization of freight wagons with composite braces from composite materials. The other noise sources include the industrial as well as the agricultural equipment which are manly covered by the Directive of the Industrial Emissions. They are granted with permits which is dependent upon the BAT (best available techniques).In addition, there are regulations on noise pollution caused by building sites (e.g. blades, wheel loaders, earth moving machines and tower cranes) equipment for outside use like sporting equipment (Wang et.al,2014).