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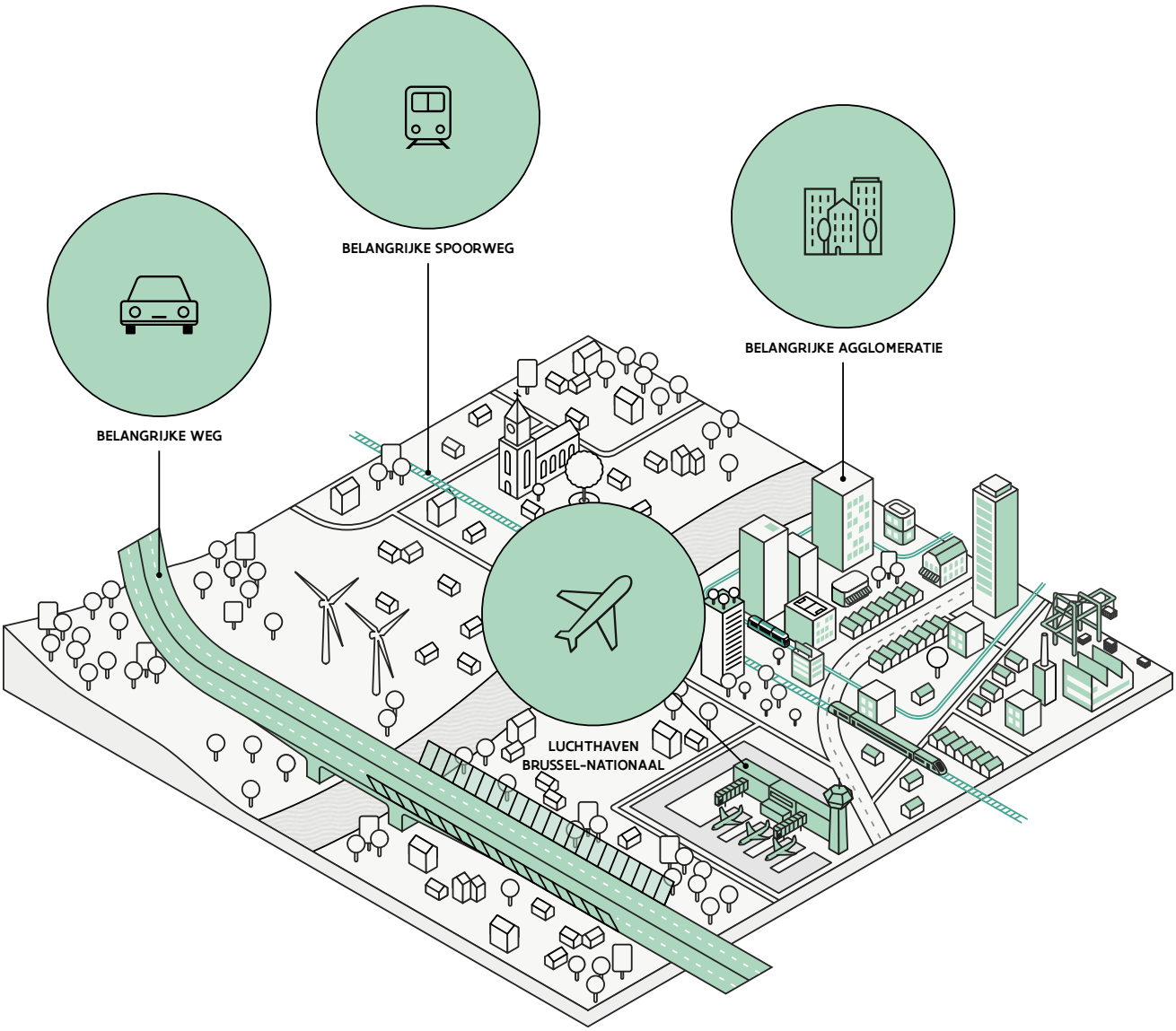


Bijlage

Rapportering van de geluidsactieplannen 2025-2029 voor de belangrijke agglomeraties Antwerpen, Brugge en Leuven aan de Europese Commissie, overeenkomstig artikel 10, 2e lid van Richtlijn 2002/49/EG

DEPARTEMENT
OMGEVING

vlaanderen.be/omgeving

INLEIDING

In uitvoering van de Europese richtlijn Omgevingslawaai (RL 2002/49/EG) werden geluidsactieplannen voor de periode 2025-2029 voor de belangrijke agglomeraties opgemaakt overeenkomstig de in artikel 2.2.4.4.1 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 opzetting 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 mededeling van de geluidsactieplannen 2025-2029 voor de agglomeraties Antwerpen, Brugge en Leuven aan de Vlaamse Regering.

INHOUDSTAFEL

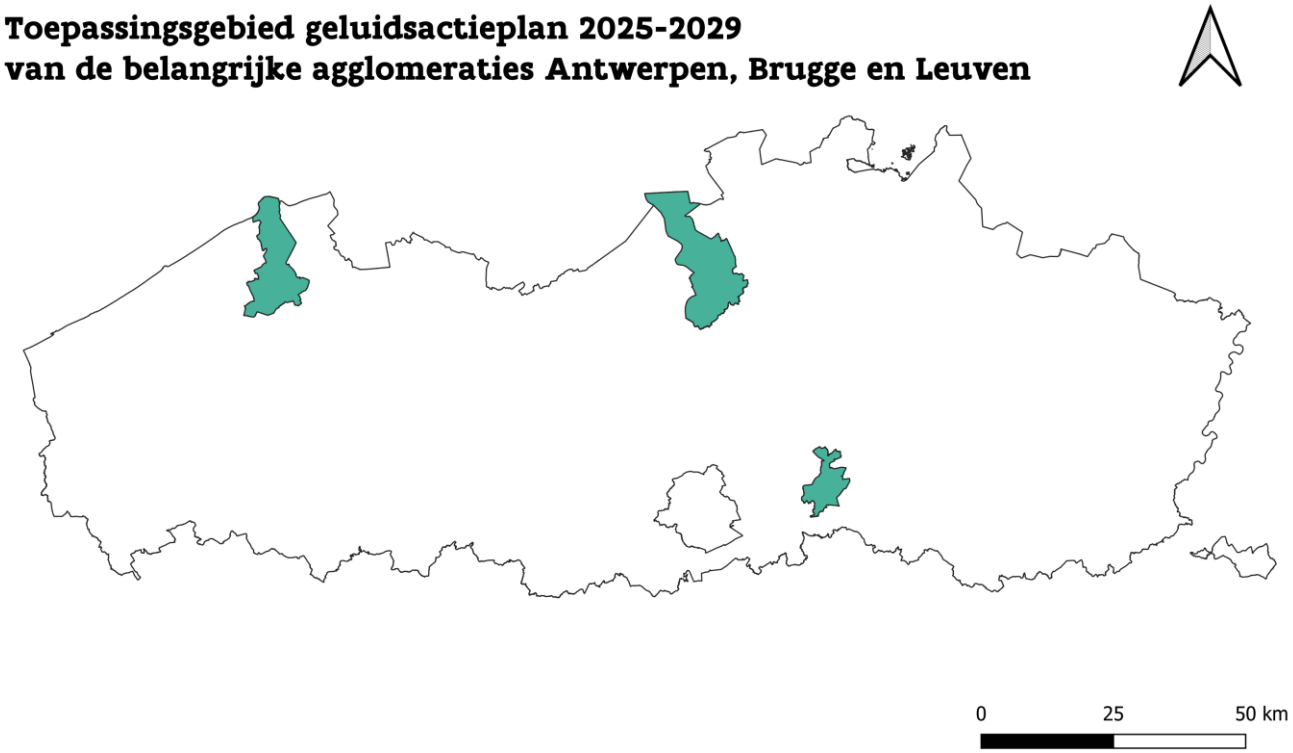
1 Toepassingsgebied van de geluidsactieplannen (DF7_10 Coverage area) 4
2 Geluidsactieplannen (DF7_10 Noise Action Plans) 6
2.1 Geluidsactieplan 2025-2029 Antwerpen 6
2.1.1 Tabel 'NoiseActionPlanAgglomeration' 6
2.1.2 Tabel 'NAP_Agglomeration' 7
2.1.3 Tabel 'NAP_AggCompetentAuthority' 7
2.1.4 Tabel 'NAP_AggLimitValues' 7
2.1.5 Tabel 'NAP_AggMappingResultDetail' 7
2.1.6 Tabel 'NAP_AggReductionMeasure' 10
2.1.7 Tabel 'NAP_AggReductionHealthImpact_1' 12
2.2 Geluidsactieplan 2025-2029 Brugge 13
2.2.1 Tabel 'NoiseActionPlanAgglomeration' 13
2.2.2 Tabel 'NAP_Agglomeration' 14
2.2.3 Tabel 'NAP_AggCompetentAuthority' 14
2.2.4 Tabel 'NAP_AggLimitValues' 14
2.2.5 Tabel 'NAP_AggMappingResultDetail' 14
2.2.6 Tabel 'NAP_AggReductionMeasure' 16
2.2.7 Tabel 'NAP_AggReductionHealthImpact_1' 17
2.3 Geluidsactieplan 2025-2029 Leuven 17
2.3.1 Tabel 'NoiseActionPlanAgglomeration' 17
2.3.2 Tabel 'NAP_Agglomeration' 18
2.3.3 Tabel 'NAP_AggCompetentAuthority' 18
2.3.4 Tabel 'NAP_AggLimitValues' 18
2.3.5 Tabel 'NAP_AggMappingResultDetail' 19
2.3.6 Tabel 'NAP_AggReductionMeasure' 20
2.3.7 Tabel 'NAP_AggReductionHealthImpact_1' 21

1 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 opgenomen samen met een uniek nummer dat aan het geluidsactieplan wordt toegekend ('actionPlanIdIdentifier').

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

Toepassingsgebied geluidsactieplan 2025-2029
van de belangrijke agglomeraties Antwerpen, Brugge en Leuven



	Antwerpen	Brugge	Leuven
actionPlanIdIdentifier	AP_AG_BE_FL_2025-2026_1	AP_AG_BE_FL_2025-2026_3	AP_AG_BE_FL_2025-2026_4
inspireId_localId	AP_AG_BE_FL_2025-2026_1	AP_AG_BE_FL_2025-2026_3	AP_AG_BE_FL_2025-2026_4
inspireId_namespace	end_actionplan_agglomeration_BE_FL	end_actionplan_agglomeration_BE_FL	end_actionplan_agglomeration_BE_FL

2 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.

2.1 GELUIDSACTIEPLAN 2025-2029 ANTWERPEN

2.1.1 Tabel 'NoiseActionPlanAgglomeration'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
legalContext_actionPlanStartDate	19/09/2025
publicConsultation_consultationStartDate	10/04/2025
publicConsultation_consultationEndDate	11/05/2025
publicConsultation_consultationMeans	advertisement; informationCampaign; focusGroup
publicConsultation_otherConsultationMeans	In addition to the advertisement in the official gazette of Belgium and the information campaign through the city website, newsletter and press release several authorities were consulted on the action plan in focus groups.
publicConsultation_commentsReceived	Yes
publicConsultation_commentsIncludedInNAP	Yes
publicConsultation_NAPReviewed	Yes
publicConsultation_reviewExplanation	Some clarifications were made. Some additional actions were included concerning noise mapping, innovation, busses, scooters, sirenes, spatial planning, machinery, communication, and participation. Some changes were made corresponding to changes in the final Flemisch action plans on major roads and railways due to the public consultation of those plans.
longTermStrategy	Yes
quietAreas	No
implementationMechanism	No
resultsEvaluationMechanism	Yes

2.1.2 Tabel 'NAP_Agglomeration'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
agglomerationIdIdentifier	AG_BE_FL_1

2.1.3 Tabel 'NAP_AggCompetentAuthority'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
competentAuthorityIdIdentifier	CA_BE_FL_017

2.1.4 Tabel 'NAP_AggLimitValues'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
limitValues_otherCriteriaLimitDetail	Threshold value of 70 dB Lden for rail and road traffic noise and 55 dB Lden for air traffic noise.
limitValues_otherCriteriaDescription	There are no legally binding limit values for road, railway and air traffic noise in Flanders. A threshold value of 70 dB Lden is used for road and railway noise. This value is used to prioritize problem areas and to support decisions on spatial planning and noise abatement measures to avoid exposure of the public, houses, schools and day care centers. A threshold value of 55 dB Lden is used for air traffic noise. This value is used as an evaluation criterium for air traffic noise exposure. For industrial noise, there are noise limits in Flanders for individual establishments that need an environmental permit. These depend heavily on zoning plans, time of day and type of industry, among other things. There are, however, no limits for industry as a whole or limits in yearly average indicators like Lden or Lnight.

2.1.5 Tabel 'NAP_AggMappingResultDetail'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationRailway
exposedLden55	78499
exposedLnight50	54545

situationForImprovementExplanation	The strategic noise maps with reference year 2021 were used to determine problem areas based on the threshold value and population density. Road traffic is by far the primary source of noise pollution, both near major roads and local roads, with levels above 70 dB Lden, primarily near highways and large urban roads. Secondarily, houses are exposed to noise above 70dB Lden from trams and trains. All railways that cause exposure of dwellings are major railways. Noise exposure from industry and air traffic is very low. Most measures in the noise action plan do not only target problem areas but aim to reduce noise near all sources and to avoid the creation of new problem areas. The areas with exposure of dwellings above 70 dB Lden will be addressed in the noise action plan with additional measures.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationMajorRailway
exposedLden55	78499
exposedLnight50	54545
situationForImprovementExplanation	The strategic noise maps with reference year 2021 were used to determine problem areas based on the threshold value and population density. Road traffic is by far the primary source of noise pollution, both near major roads and local roads, with levels above 70 dB Lden, primarily near highways and large urban roads. Secondarily, houses are exposed to noise above 70dB Lden from trams and trains. All railways that cause exposure of dwellings are major railways. Noise exposure from industry and air traffic is very low. Most measures in the noise action plan do not only target problem areas but aim to reduce noise near all sources and to avoid the creation of new problem areas. The areas with exposure of dwellings above 70 dB Lden will be addressed in the noise action plan with additional measures.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationRoad
exposedLden55	393513
exposedLnight50	272383
situationForImprovementExplanation	The strategic noise maps with reference year 2021 were used to determine problem areas based on the threshold value and population density. Road traffic is by far the primary source of noise pollution, both near major roads and local roads, with levels above 70 dB Lden, primarily near highways and large urban roads. Secondarily, houses are exposed to noise above 70dB Lden from trams and trains. All railways that cause exposure of dwellings are major railways. Noise exposure

	from industry and air traffic is very low. Most measures in the noise action plan do not only target problem areas but aim to reduce noise near all sources and to avoid the creation of new problem areas. The areas with exposure of dwellings above 70 dB Lden will be addressed in the noise action plan with additional measures.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationMajorRoad
exposedLden55	112079
exposedLnight50	83488
situationForImprovementExplanation	The strategic noise maps with reference year 2021 were used to determine problem areas based on the threshold value and population density. Road traffic is by far the primary source of noise pollution, both near major roads and local roads, with levels above 70 dB Lden, primarily near highways and large urban roads. Secondarily, houses are exposed to noise above 70dB Lden from trams and trains. All railways that cause exposure of dwellings are major railways. Noise exposure from industry and air traffic is very low. Most measures in the noise action plan do not only target problem areas but aim to reduce noise near all sources and to avoid the creation of new problem areas. The areas with exposure of dwellings above 70 dB Lden will be addressed in the noise action plan with additional measures.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationIndustry
exposedLden55	7164
exposedLnight50	5414
situationForImprovementExplanation	The strategic noise maps with reference year 2021 were used to determine problem areas based on the threshold value and population density. Road traffic is by far the primary source of noise pollution, both near major roads and local roads, with levels above 70 dB Lden, primarily near highways and large urban roads. Secondarily, houses are exposed to noise above 70dB Lden from trams and trains. All railways that cause exposure of dwellings are major railways. Noise exposure from industry and air traffic is very low. Most measures in the noise action plan do not only target problem areas but aim to reduce noise near all sources and to avoid the creation of new problem areas. The areas with exposure of dwellings above 70 dB Lden will be addressed in the noise action plan with additional measures.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationAir
exposedLden55	4375
exposedLnight50	0
exposedToOtherIndicator	As figures for the reference year 2021 are not representative due to the Covid-pandemic, figures for 2019 were used as a baseline in the action plan. 2019 was the most recent representative year. The number of people exposed to noise levels equal to or higher than 55 dB Lden in 2019 was 6576 and the number of people exposed to noise levels equal to or higher than 50 dB Lnight in 2019 was 0.
situationForImprovementExplanation	The strategic noise maps with reference year 2021 were used to determine problem areas based on the threshold value and population density. Road traffic is by far the primary source of noise pollution, both near major roads and local roads, with levels above 70 dB Lden, primarily near highways and large urban roads. Secondarily, houses are exposed to noise above 70dB Lden from trams and trains. All railways that cause exposure of dwellings are major railways. Noise exposure from industry and air traffic is very low. Most measures in the noise action plan do not only target problem areas but aim to reduce noise near all sources and to avoid the creation of new problem areas. The areas with exposure of dwellings above 70 dB Lden will be addressed in the noise action plan with additional measures.

2.1.6 Tabel 'NAP_AggReductionMeasure'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationRailway
existingMeasureRailway	railTrack; landUsePlanning; planningAndOrdinance; urbanPlanning; informationDissemination; noiseQualityArea; soundscape; greenArea; buildingInsulationMeasure; sensitiveAreaPlanning; educationAwarenessActivities
plannedMeasureDetail_plannedMeasureRailway	railTrack; landUsePlanning; planningAndOrdinance; urbanPlanning; informationDissemination; noiseQualityArea; soundscape; greenArea; buildingInsulationMeasure; sensitiveAreaPlanning; educationAwarenessActivities
plannedMeasureDetail_expectedBenefits	No reduction calculations were done for railway noise in this action plan.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationRoad

existingMeasureRoad	measuresForBehaviouralChange; promotingPublicTransport; promotingQuietMobility; quietEngines; publicTransportIncrease; speedReduction; cyclingWalkingIncrease; promotingCarSharing; parkingManagement; bansReroutingHGV; roadSurface; measureAtSource; noiseBarrierMeasure; measureAtPath; urbanPlanning; newTunnel; informationDissemination; noiseQualityArea; soundscape; greenArea; buildingInsulationMeasure; sensitiveAreaPlanning; educationAwarenessActivities
plannedMeasureDetail_plannedMeasureRoad	measuresForBehaviouralChange; promotingPublicTransport; promotingQuietMobility; quietEngines; publicTransportIncrease; speedReduction; cyclingWalkingIncrease; promotingCarSharing; parkingManagement; bansReroutingHGV; roadSurface; measureAtSource; noiseBarrierMeasure; measureAtPath; urbanPlanning; newTunnel; informationDissemination; noiseQualityArea; soundscape; greenArea; buildingInsulationMeasure; sensitiveAreaPlanning; educationAwarenessActivities
plannedMeasureDetail_expectedBenefits	A reduction of at least 15,2% (-6486) in the number of people exposed to levels above 70 dB Lden is expected. Three quantifiable measures were taken into account (electrification of vehicles, road surface measures, noise barriers).

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationIndustry
existingMeasureIndustry	landUsePlanning; measureAtSource; changeinEmissionLevels; measureAtPath; noiseBarrierMeasure; bufferZones; complaintManagement; urbanPlanning; informationDissemination; noiseQualityArea; soundscape; greenArea; buildingInsulationMeasure; sensitiveAreaPlanning; educationAwarenessActivities
plannedMeasureDetail_plannedMeasureIndustry	landUsePlanning; measureAtSource; changeinEmissionLevels; measureAtPath; noiseBarrierMeasure; bufferZones; complaintManagement; urbanPlanning; informationDissemination; noiseQualityArea; soundscape; greenArea; buildingInsulationMeasure; sensitiveAreaPlanning; educationAwarenessActivities
plannedMeasureDetail_expectedBenefits	No reduction calculations were done for industrial noise in this action plan.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationAir
existingMeasureAir	managementOfAirTrafficOperations; changeInEmissionLevels; curfewHours; urbanPlanning; communication; communityEngagement; informationDissemination; noiseQualityArea;

	soundscape; greenArea; buildingInsulationMeasure; sensitiveAreaPlanning; educationAwarenessActivities
plannedMeasureDetail_plannedMeasureAir	managementOfAirTrafficOperations; changeInEmissionLevels; curfewHours; urbanPlanning; communication; communityEngagement; informationDissemination; noiseQualityArea; soundscape; greenArea; buildingInsulationMeasure; sensitiveAreaPlanning; educationAwarenessActivities
plannedMeasureDetail_expectedBenefits	The number of people exposed to levels equal to or more than 55 dB Lden will be reduced by 111 (-1,7%). This entails a reduction of 229 people in the band 55-59 dB Lden (-4,0%) and an increase in the band 60-64 dB Lden (14,1%). No people are exposed above 65 dB Lden. The numbers are calculated based on the noise maps of 2019 because data of 2021 was not representative due to Covid-related measures.

2.1.7 Tabel 'NAP_AggReductionHealthImpact_1'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationRailway
nrOfPeople	0
explanationMethod	No reduction calculations were done for railway noise in this action plan.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationRoad
nrOfPeople	31442
explanationMethod	The number of people exposed to levels equal to or more than 55 dB Lden will be reduced by 31442 (-8,0%). This entails reductions of 1180 people in the band >=75 dB Lden (-43,8%), 5307 people in the band 70-74 dB Lden (-13,3%), 4911 people in the band 65-69 dB Lden (-6,9%), 11196 people in the band 60-64 dB Lden (-9,7%) and 8848 people in the band 55-59 dB Lden (-5,4%). Three quantifiable measures were taken into account (electrification of vehicles, road surface measures, noise barriers). 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 and within groups. This calculation does not take population and traffic growth into account.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1

noiseSource	agglomerationIndustry
nrOfPeople	0
explanationMethod	No reduction calculations were done for industrial noise in this action plan.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_1
noiseSource	agglomerationAir
nrOfPeople	111
explanationMethod	The number of people exposed to levels equal to or more than 55 dB Lden will be reduced by 111 (-1,7%). This entails a reduction of 229 people in the band 55-59 dB Lden (-4,0%) and an increase in the band 60-64 dB Lden (14,1%). No people are exposed above 65 dB Lden. The numbers are calculated based on the noise maps of 2019 because data of 2021 was not representative due to Covid-related measures. 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 and within groups. This calculation does not take population and traffic growth into account.

2.2 GELUIDSACTIEPLAN 2025-2029 BRUGGE

2.2.1 Tabel 'NoiseActionPlanAgglomeration'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
legalContext_actionPlanStartDate	23/06/2025
publicConsultation_consultationStartDate	20/03/2025
publicConsultation_consultationEndDate	18/04/2025
publicConsultation_consultationMeans	advertisement; informationCampaign
publicConsultation_otherConsultationMeans	In addition to the advertisement in the official gazette of Belgium and the information campaign through the city website and posters on public locations, several authorities were consulted on the action plan.
publicConsultation_commentsReceived	Yes
publicConsultation_commentsIncludedInNAP	Yes
publicConsultation_NAPReviewed	Yes

publicConsultation_reviewExplanation	A few minor updates and corrections were made in the action plan.
longTermStrategy	No
quietAreas	No
implementationMechanism	No
resultsEvaluationMechanism	No

2.2.2 Tabel 'NAP_Agglomeration'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
agglomerationIdIdentifier	AG_BE_FL_3

2.2.3 Tabel 'NAP_AggCompetentAuthority'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
competentAuthorityIdIdentifier	CA_BE_FL_019

2.2.4 Tabel 'NAP_AggLimitValues'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
limitValues_otherCriteriaLimitDetail	No specific criteria
limitValues_otherCriteriaDescription	There are no legally binding limit values for road and railway noise in Flanders. For industrial noise, there are noise limits in Flanders for individual establishments that need an environmental permit. These depend heavily on zoning plans, time of day and type of industry, among other things. There are, however, no limits for industry as a whole or limits in yearly average indicators like Lden or Lnight.

2.2.5 Tabel 'NAP_AggMappingResultDetail'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationRailway

exposedLden55	7415
exposedLnight50	4453
situationForImprovementExplanation	With the strategic noise maps for reference year 2021 the problem areas were updated, compared to the previous edition of strategic noise maps. The measures in the action plan are targeted at the agglomeration level as a whole for all noise sources, with effects on all people exposed to these sources of noise as a whole.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationMajorRailway
exposedLden55	7213
exposedLnight50	4366
situationForImprovementExplanation	With the strategic noise maps for reference year 2021 the problem areas were updated, compared to the previous edition of strategic noise maps. The measures in the action plan are targeted at the agglomeration level as a whole for all noise sources, with effects on all people exposed to these sources of noise as a whole.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationRoad
exposedLden55	50481
exposedLnight50	42929
situationForImprovementExplanation	With the strategic noise maps for reference year 2021 the problem areas were updated, compared to the previous edition of strategic noise maps. The measures in the action plan are targeted at the agglomeration level as a whole for all noise sources, with effects on all people exposed to these sources of noise as a whole.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationMajorRoad
exposedLden55	18978
exposedLnight50	15295
situationForImprovementExplanation	With the strategic noise maps for reference year 2021 the problem areas were updated, compared to the previous edition of strategic noise maps. The measures in the action plan are targeted at the

	agglomeration level as a whole for all noise sources, with effects on all people exposed to these sources of noise as a whole.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationIndustry
exposedLden55	3629
exposedLnight50	2025
situationForImprovementExplanation	With the strategic noise maps for reference year 2021 the problem areas were updated, compared to the previous edition of strategic noise maps. The measures in the action plan are targeted at the agglomeration level as a whole for all noise sources, with effects on all people exposed to these sources of noise as a whole.

2.2.6 Tabel 'NAP_AggReductionMeasure'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationRailway
existingMeasureRailway	measuresForBehaviouralChange
plannedMeasureDetail_plannedMeasureRailway	urbanPlanning; newInfrastructure
plannedMeasureDetail_expectedBenefits	No reduction calculations were done for this action plan.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationRoad
existingMeasureRoad	landUsePlanning; urbanPlanning; measureAtSource; complaintManagement; infrastructureChange; informationDissemination; measuresForBehaviouralChange; changeInEmissionLevels; promotingQuietMobility; promotingCarSharing; timeRestrictionHGV; parkingManagement; speedReduction; quietEngines; quietPublicTransport; promotingPublicTransport; cyclingWalkingIncrease; smartMobility; roadSurface; measureAtPath; noiseBarrier
plannedMeasureDetail_plannedMeasureRoad	noiseQualityArea; soundscape; urbanPlanning; landUsePlanning; buildingInsulationMeasure; windowInsulation; informationDissemination; measuresForBehaviouralChange; changeInEmissionLevels; measureAtSource; newInfrastructure
plannedMeasureDetail_expectedBenefits	No reduction calculations were done for this action plan.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationIndustry
existingMeasureIndustry	noiseBarrierMeasure; measureAtPath; measureAtSource; informationDissemination
plannedMeasureDetail_plannedMeasureIndustry	urbanPlanning; newInfrastructure; measureAtSource
plannedMeasureDetail_expectedBenefits	No reduction calculations were done for this action plan.

2.2.7 Tabel 'NAP_AggReductionHealthImpact_1'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationRailway
nrOfPeople	0
explanationMethod	No reduction calculations were done for this action plan.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationRoad
nrOfPeople	0
explanationMethod	No reduction calculations were done for this action plan.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_3
noiseSource	agglomerationIndustry
nrOfPeople	0
explanationMethod	No reduction calculations were done for this action plan.

2.3 GELUIDSACTIEPLAN 2025-2029 LEUVEN

2.3.1 Tabel 'NoiseActionPlanAgglomeration'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
legalContext_actionPlanStartDate	24/10/2025

publicConsultation_consultationStartDate	21/05/2025
publicConsultation_consultationEndDate	20/06/2025
publicConsultation_consultationMeans	advertisement; informationCampaign
publicConsultation_otherConsultationMeans	In addition to the advertisement in the official gazette of Belgium and the information campaign through the city website, several authorities were consulted on the action plan.
publicConsultation_commentsReceived	Yes
publicConsultation_commentsIncludedInNAP	Yes
publicConsultation_NAPReviewed	Yes
publicConsultation_reviewExplanation	A few minor updates and corrections were made in the action plan.
longTermStrategy	Yes
quietAreas	No
implementationMechanism	Yes
resultsEvaluationMechanism	No

2.3.2 Tabel 'NAP_Agglomeration'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
agglomerationIdIdentifier	AG_BE_FL_4

2.3.3 Tabel 'NAP_AggCompetentAuthority'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
competentAuthorityIdIdentifier	CA_BE_FL_020

2.3.4 Tabel 'NAP_AggLimitValues'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
limitValues_otherCriteriaLimitDetail	Threshold value of 70 dB Lden
limitValues_otherCriteriaDescription	There are no legally binding limit values for road and railway noise in Flanders. A threshold value of 70 dB Lden is used for road and railway noise. For industrial noise, there are noise limits in Flanders for individual establishments that need an environmental permit. These depend heavily on

	zoning plans, time of day and type of industry, among other things. There are, however, no limits for industry as a whole or limits in yearly average indicators like Lden or Lnight.

2.3.5 Tabel 'NAP_AggMappingResultDetail'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationRailway
exposedLden55	6904
exposedLnight50	4778
situationForImprovementExplanation	No specific situations for improvement were determined in this action plan for railway noise. Reference is made to the action plan for major railways.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationMajorRailway
exposedLden55	6682
exposedLnight50	4575
situationForImprovementExplanation	No specific situations for improvement were determined in this action plan for railway noise. Reference is made to the action plan for major railways.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationRoad
exposedLden55	53503
exposedLnight50	38139
situationForImprovementExplanation	In Leuven, the threshold value of 70 dB Lden is exceeded mostly due to roads that fall under the competence of the region of Flanders. Therefore, an additional analysis was made for the local roads and the threshold value of 65 dB Lden.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationMajorRoad
exposedLden55	18418
exposedLnight50	14253

situationForImprovementExplanation	In Leuven, the threshold value of 70 dB Lden is exceeded mostly due to roads that fall under the competence of the region of Flanders. Therefore, an additional analysis was made for the local roads and the threshold value of 65 dB Lden.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationIndustry
exposedLden55	19
exposedLnight50	5
situationForImprovementExplanation	The impact of industry noise is limited in comparison with road and railway noise. Noise immission by establishments is regulated by the environmental permit.

2.3.6 Tabel 'NAP_AggReductionMeasure'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationRailway
existingMeasureRailway	noMeasure
plannedMeasureDetail_plannedMeasureRailway	landUsePlanning; buildingInsulationMeasure; urbanPlanning; planningAndOrdinance
plannedMeasureDetail_expectedBenefits	No specific reduction calculations were done for this action plan. We assume at least a status quo of the total number of people exposed to Lden equal or higher than 55 dB with a limited decrease in the highest noise levels due to a shift to lower noise levels.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationRoad
existingMeasureRoad	roadSurface; changeInEmissionLevels; measureAtSource; measuresForBehaviouralChange; promotingPublicTransport; informationDissemination
plannedMeasureDetail_plannedMeasureRoad	landUsePlanning; planningAndOrdinance; buildingInsulationMeasure; urbanPlanning; roadSurface; changeInEmissionLevels; measureAtSource; measuresForBehaviouralChange; promotingPublicTransport; informationDissemination
plannedMeasureDetail_expectedBenefits	No specific reduction calculations were done for this action plan. We assume at least a status quo of the total number of people exposed to Lden equal or higher than 55 dB with a limited decrease in the highest noise levels due to a shift to lower noise levels.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationIndustry
existingMeasureIndustry	measureAtSource; measureAtPath; informationDissemination; timeRestriction; complaintManagement; infrastructureChange; newInfrastructure
plannedMeasureDetail_plannedMeasureIndustry	measureAtSource; measureAtPath; informationDissemination; timeRestriction; complaintManagement; infrastructureChange; newInfrastructure
plannedMeasureDetail_expectedBenefits	No specific reduction calculations were done for this action plan. We assume at least a status quo of the total number of people exposed to Lden equal or higher than 55 dB with a limited decrease in the highest noise levels due to a shift to lower noise levels.

2.3.7 Tabel 'NAP_AggReductionHealthImpact_1'

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationRailway
nrOfPeople	0
explanationMethod	No specific reduction calculations were done for this action plan. We assume at least a status quo of the total number of people exposed to Lden equal or higher than 55 dB with a limited decrease in the highest noise levels due to a shift to lower noise levels.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationRoad
nrOfPeople	0
explanationMethod	No specific reduction calculations were done for this action plan. We assume at least a status quo of the total number of people exposed to Lden equal or higher than 55 dB with a limited decrease in the highest noise levels due to a shift to lower noise levels.

actionPlanIdIdentifier	AP_AG_BE_FL_2025-2029_4
noiseSource	agglomerationIndustry
nrOfPeople	0
explanationMethod	No specific reduction calculations were done for this action plan. We assume at least a status quo of the total number of people exposed to Lden equal or higher than 55 dB with a limited decrease in the highest noise levels due to a shift to lower noise levels.