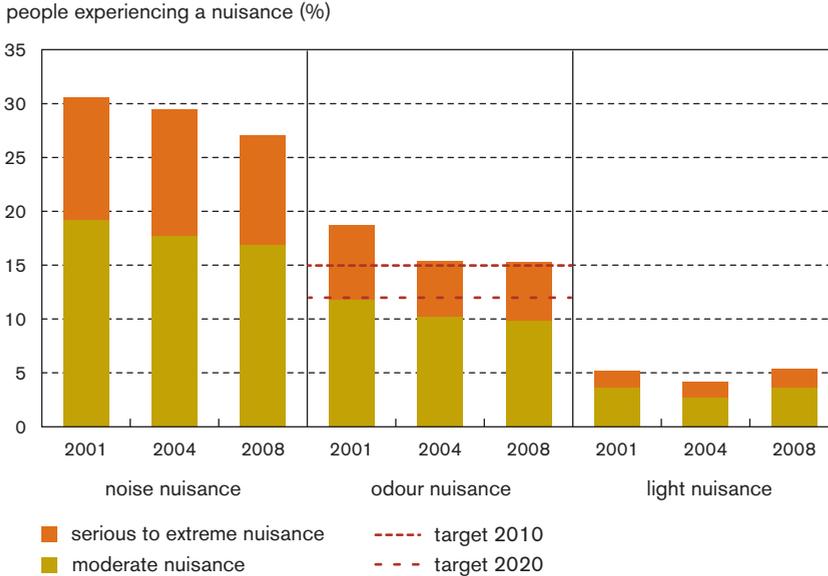


☺ **Reported nuisance from noise, odour and light**



Source: AMINABEL (2001, 2004), LNE (2008)

**Noise is the main source of nuisance**

The degree to which inhabitants of Flanders experience a nuisance from sound, odour and light can be shown with the nuisance indicator. LNE carries out a written survey, the Written Environmental Investigation (WEI), at regular intervals to determine this indicator. The 4th WEI survey (WEI-3) has been planned for 2013.

Noise is the most important source of nuisance with 10.3 % of people suffering serious to extreme nuisance in 2008. Too much light (light nuisance) caused the least serious to extreme nuisance, namely 1.8 %. For noise and odour, this is a decreasing trend. For light nuisance, there has been no noticeable increase or decrease.

**Target for reported odour partly tightened**

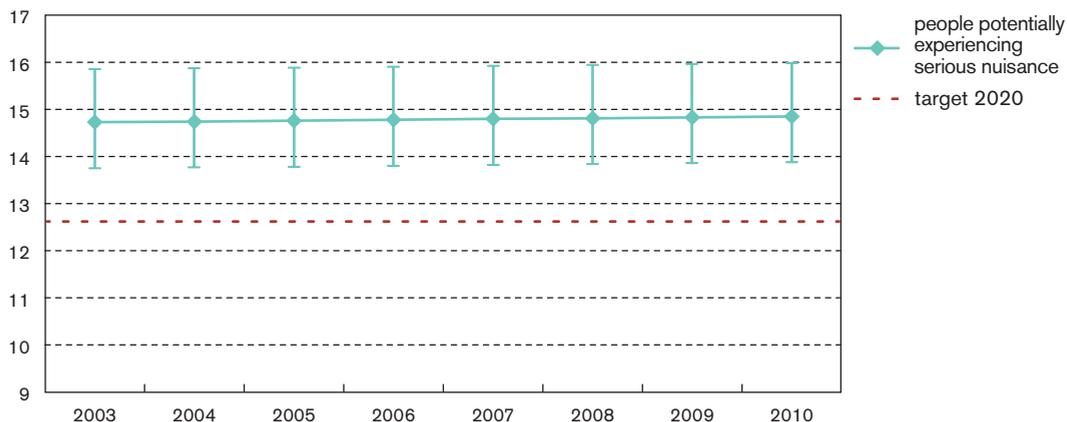
The MINA plan 3+ (2008-2010) gives targets only for reported odour nuisance. For 2010, this target was a maximum of 15.0 % of the population experiencing a nuisance (i.e. the total number of people experiencing a moderate, serious or extreme nuisance). The number of people experiencing a serious to extreme nuisance must not exceed 3.0 % of the population. In 2008, the number experiencing a nuisance was 15.3 % of the population and the number experiencing a serious to extreme nuisance 5.5 %.

The MINA plan 4 (2011-2015) again proposed targets for reported odour nuisance. The target for the number experiencing a nuisance is a maximum of 12.0 % of the population in 2020. By 2020, the proportion of Flanders inhabitants experiencing a serious nuisance must decrease to 4.5 %.

## ☺ Potentially serious nuisance from noise

DPSIR

people potentially experiencing serious nuisance from road traffic  
(% population)



Error bars indicate the 95 % confidence intervals (CI).

Source: UGent - INTEC (2011)

### Total potential serious nuisance

Subjective factors always play a role in the experience of noise. These factors are influenced by the zeitgeist, media attention, etc. To represent nuisance without these factors, the potential nuisance is calculated. The proportion of the total number of people potentially experiencing serious nuisance was 13.5 % of the population in 2010 (table). This is a slight increase with respect to 2006 and 2007, when the potential nuisance was relatively low due to a sharp decrease in the nuisance from aviation noise. Since then, both air traffic and road traffic have caused an increase in the potential nuisance. The curve for the total number of people potentially experiencing nuisance is, on the whole, rather flat. In addition to road traffic, other sources such as industry contribute to the total potential nuisance.

### People potentially experiencing nuisance from road traffic

The percentage of people potentially experiencing serious nuisance from road traffic fluctuated around 15 % of the population in the period 2003-2010 (figure). This period does, however, exhibit a slightly upward trend, which is probably due to the lack of a clear policy on noise nuisance from road traffic.

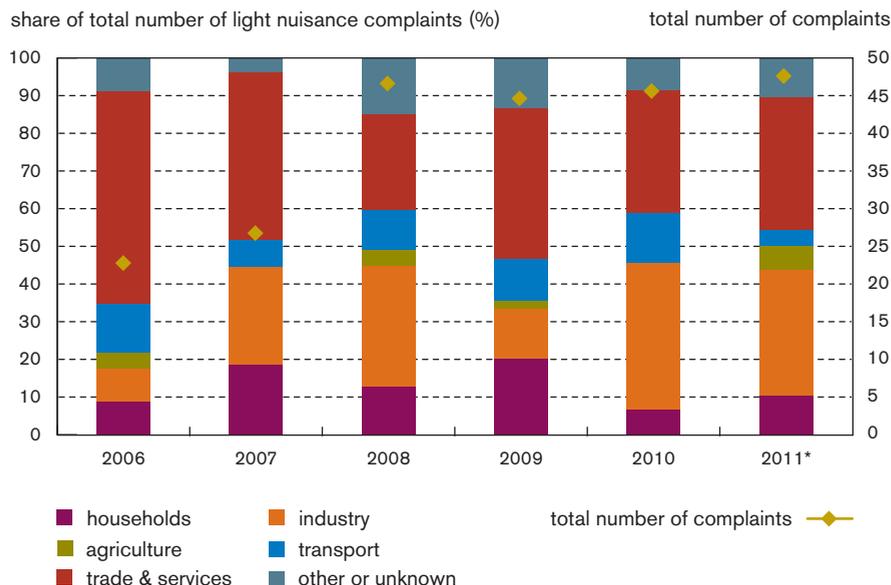
The fact that the share of potential nuisance from a specific source is higher than the share of the total potential nuisance is an extrapolated correction based on a known paradox in the reported nuisance. The respondents in fact place the specific and the total nuisance in a different context, which yields a different nuisance percentage.

The MINA plan 4 (2011-2015) specifies that the number of people potentially experiencing serious nuisance from road traffic is to drop by 15 % from 2010 to 2020. According to the calculation method used, this corresponds to a drop to 12.7 % in 2020. European Regulation EC 1222/2009 (25/11/2009), which came into effect on 1 November 2012, requires new tyres to be equipped with a tyre label. This label informs consumers about fuel efficiency, wet grip and the external rolling noise of car tyres. In this context, the Flemish government launched the information campaign 'Let op het label' in the second half of 2012.

population (%)	2003	2004	2005	2006	2007	2008	2009	2010
(total number of) people potentially experiencing serious nuisance	13.6	13.5	13.5	13.4	13.4	13.5	13.5	13.5
(95 % CI)	(12.1-16.5)	(12.1-16.4)	(12.0-16.4)	(12.0-16.3)	(12.0-16.3)	(12.0-16.3)	(12.0-16.4)	(12.0-16.4)

## ☺ Registered light nuisance complaints

DPSIR



Industry includes the energy sector. The annual data include only complaints submitted by the municipal environment services that register complaints using ECRAMS.

Source: LNE

### Environmental complaint registration and monitoring system (ECRAMS)

Since 2006, various municipal environmental services in Flanders have been registering reports of environmental nuisance in an environmental complaint registration and monitoring system (ECRAMS). ECRAMS was developed as part of the collaboration agreement. This voluntary agreement between municipalities and the Flemish Government will expire in 2013. It is unclear whether it will be renewed and if so, under what terms.

### Light nuisance mainly by industry and trade & services

Nuisance complaints reveal a different picture from other nuisance indicators. The barrier to filing a complaint is higher than when reporting a nuisance in a survey. Complaints are, as it were, the tip of the iceberg. The main sources of light nuisance complaints are industry and trade & services. The differences between years can be the result of a variation in the number of reporting municipalities rather than differences in actual light nuisance. To obtain a general overview of the light nuisance in Flanders, the complaints made by people to other services, such as the environment inspectors and police, must also be included. These databases are, however, not yet completely linked.