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NOISE CONTROL LEGISLATION AND POLICY
IN COUNTRIES AND AREAS OF THE WESTERN PACIFIC

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1. INTRODUCTION

This document is the outcome of a collection of information on noise control policy, legislation and activities in countries and areas of the WHO Western Pacific Region made by the WHO Western Pacific Regional Centre for the Promotion of Environmental Planning and Applied Studies (PEPAS).

To facilitate the collection, a request for such information was sent in August 1983 to countries and areas of the Region likely to have noise legislation. The compilation of this document was based largely on published documents received in response to the request and from information available at PEPAS on some countries from which no response was received. Countries and areas which responded to the request include Guam, Hong Kong, Japan, Malaysia, New Zealand, Philippines, Republic of Korea and Singapore.

The information contained in this document may have been subject to revisions and amendments by the national agencies since the receipt of the information at PEPAS. Readers interested in up-to-date situations are advised to contact the concerned agencies mentioned in the document.

2. OVERVIEW OF NOISE CONTROL LEGISLATION AND POLICY IN THE WESTERN PACIFIC

The WHO Western Pacific Region comprises 32 countries and areas, of which about half are small island territories with small populations. Most of these island territories do not have any noise control legislation, although the nuisance aspect of noise may be covered under some local ordinances. In the other countries and areas, the high rate of urbanization and industrialization and the relatively high population density have necessitated, in recent years, the implementation of noise control legislation to protect the health and living environment of the people.

However, noise control legislation in many countries is fragmented and is controlled by various agencies, depending on the source of the noise. As a result, these countries have recently, or are in the process of, centralizing the environmental noise control activities under one main administering agency with one enabling Act.

In countries such as Japan, the Republic of Korea and the Philippines, as well as some States in Australia, noise control standards have been established and are enforceable. In other countries, such as New Zealand, noise level limits are not specified in the noise legislation as it is felt that people have a responsibility to ensure noise does not exceed a reasonable level, and because of the subjective nature of noise, what is reasonable will depend on circumstances and may have to be decided by the court.

Where noise-related legislation is contained in an environmental protection Act, there are usually provisions under the Act for the formulation of noise control regulations prescribing standards or levels for the emission of various types of noise. Malaysia, for example, is in the process of formulating such regulations to reduce excessive noise to acceptable levels.

Even though some countries may have no noise control activities or legislation, noise control may be achieved through licensing conditions or through judicious land use planning. In addition, as in the Trust Territory of the Pacific Islands, environmental impact statements on projects with significant environmental impact are required to be undertaken and noise abatement controls are required for projects causing significant noise pollution.

The following section is a brief summary of noise control legislation and policy in some of the countries and areas in the Western Pacific, based mainly on reference materials from published sources and relevant legislation, rules and regulations available to the public.

3. BRIEF DESCRIPTION OF NOISE CONTROL LEGISLATION AND POLICY IN VARIOUS COUNTRIES AND AREAS

AUSTRALIA

The control of environmental noise is primarily a State responsibility in Australia, and within each State it has generally been fragmented amongst a number of administering agencies. Recently, however, there has been a move in most States to centralize the responsibility for environmental noise control under one main administering agency with one enabling Act. An Environmental Noise Control Committee under the Australian Environment Council has been established to coordinate a nation-wide programme for noise control and to standardize noise control requirements as well as to exchange information among the various States.

A list of current Acts and Regulations is given in Annex 1, and a brief description of environmental noise control in each State is given below:

Australian Capital Territory

The Department of the Capital Territory is the coordinating authority for the development of noise control legislation. It is proposed to introduce major noise control legislation which will set out standards in respect of all aspects of community noise except traffic and that caused by animals. The legislation will also incorporate the hearing conservation provisions of the machinery regulations and will set maximum permissible noise levels for motor vehicles.

New South Wales

The Sydney Pollution Control Commission, the main authority for environmental noise control, has powers under the Noise Control Act, 1975 to control industrial, community and motor vehicle noise problems. The enforcement of noise control under this Act is achieved through noise control notices, noise abatement directions, noise abatement orders, issuing of regulations and scheduling and licensing of premises.

Noise level standards are available for product noise and motor vehicle noise. For product noise, there is now a prescribed level only for chainsaw noise (85 dB(A) at 7.5 metres, full throttle), but levels for lawnmowers and hedge cutters may be established soon. Noise levels from cars and motor cycles are set at 96 dB(A) and 100 dB(A) respectively (measured at 500 mm). For trucks and buses the noise limits range from 85 dB(A) to 109 dB(A) (measured at 1,000 mm) depending on the engine type, vehicle size, exhaust pipe design and manufacture date of vehicle.

Queensland

The Noise Abatement Act is administered by the Minister for Environment, Valuation and Administrative Services, and subject to him by the Director of Noise Abatement and a statutory body, the Noise Abatement Authority set up by the Act. The Act contains provisions relative to abatement of excessive noise from commercial and industrial premises, abatement of excessive noise affecting residential or commercial premises and arising other than from the operation of commercial and industrial premises, and abatement of excessive noise from motor vehicles.

South Australia

Environmental noise control legislation in South Australia is administered primarily by the Department of Environment and Planning, with some powers shared with the Police Department in matters dealing with noise from domestic premises, and with Factory and Mines Inspectors of the Department of Labour and Industry and the Department of Mines and Energy, in regard to employee noise exposure.

The Noise Control Act makes use of objective noise level measurements by stipulating maximum permissible noise levels for certain land use areas, and particular noise sources, and imposing penalties upon those persons causing noise that exceeds the maximum permissible level. The Noise Control Act recognizes the technological complexity of noise control and the not inconsiderable costs involved by providing for temporary exemptions, and in appropriate cases, permanent exemptions. The powers of exemption and prescription of appropriate maximum permissible noise levels provide flexibility.

Tasmania

Noise control legislation is contained in the Environment Protection Act administered by the Department of the Environment. The Act enables regulations to be made prohibiting or regulating noise emission. The Environment Protection (Noise) Regulations specify maximum noise levels, measured under standard conditions for motor vehicles, off road vehicles, recreational vehicles, apparatus, equipment and vessels.

It is proposed to introduce noise zone plans covering the major towns and cities to help in planning future development. These noise zone plans will form part of a Code of Practice for Community Noise Assessment to be introduced under the Environment Protection Act.

Victoria

The coordinating agency for noise control is the Environment Protection Authority which administers the Environment Protection Act, 1970.

Provisions in the Environment Protection Act which relate to noise are in a number of sections: Section 16 allows the declaration of State Environment Protection Policy; Section 46 requires that noise shall at all times comply with noise control policy; Section 47 makes emitters of excessive noise liable to prosecution following a substantiated complaint, unless they comply with requirements in the Noise Control Notice; Section 48 makes it an offence to emit objectionable noise, as defined by regulation; Section 48A enables the control of unreasonable noise from domestic premises; Sections 48B and 48C enable the control of in-service motor vehicle and motor boat noise respectively; and Section 48D makes it an offence to manufacture or sell new tools, machines, equipment and vehicles that emit noise not in accordance with prescribed standards. In addition, Section 71 gives powers to make regulations, defining objectionable noise and setting standards for tolerable noise as well as setting noise emission standards and categories, design requirements, restrictions on use, and requirements for plate labels for any machine, equipment or vehicle.

To control motor vehicle noise, new vehicles registered in Victoria are required to comply with Australian Design Rule Nos. 28 and 28A under the provisions of the Motor Car Act (1958) administered by the Ministry of Transport. In-service vehicles are covered by the provisions of the Environment Protection Act. Owners of noisy vehicles are required to make their vehicles available for testing at motor vehicle noise testing stations operated by the Environment Protection Authority.

To control noise from industry and commerce, a detailed study of the provisions of Sections 46, 47 and 48 of the Environment Protection Act was made and an amending Act, (the Environment Protection (Noise Control) Act 1978) was passed in December 1978. The new Section 47 extended the Authority's powers to control noise from premises other than those used exclusively for domestic purposes or for primary production. This Act, which came into effect on 4 May 1981 replaced the original licensing provisions with a noise control notice system. The measurement methods and technical criteria to be used in the assessment of a complaint about noise from commercial and industrial premises are contained in State Environment Protection Policy N-1 "Control of Noise from Commercial, Industrial or Trade premises within the Melbourne Metropolitan Area". (This also came into effect on 4 May 1981.) This policy contains methods for the determination of noise emissions and permissible noise levels.

Western Australia

The Public Health Department is the main agency responsible for administration of noise control. The principal act for the control of environmental noise is the Noise Abatement Act, 1972-1981, the administration of which is the responsibility of the Noise and Vibration Control Council. The Act provides power to control both occupational noise and community noise.

Northern Territory

In the absence of specific legislation, responsibility for noise control rests with various agencies under a number of Acts. Coordination of noise matters in general and the development of appropriate legislation is currently undertaken by the Environment Unit of the Conservation Commission. The controls stipulated in the noise-related legislation are largely of the nuisance or subjective type which typically prohibit disturbing the peace through the creation of unreasonably loud, annoying and unnecessary noise.

CHINA

The prevention and elimination of pollution and other hazards to the public, which include noise pollution, are legislated in Articles 16 and 22 of Chapter 3 of the Environmental Protection Law, 1979, of the People's Republic of China. The legislation requires that control of noise in urban and industrial districts be stepped up and that all kinds of noisy machinery, motor vehicles, aircraft, etc. with heavy vibrations be required to have noise suppressors and anti-vibration devices installed.

GUAM

The policies for control of noise pollution have been set by the Federal government of the U.S.A. These policies are set forth in national legislation providing for Federal research in noise control; establishment of noise emission standards for products distributed in commerce; public education regarding noise emissions and noise reduction; and limited regulation of noise in specific areas requiring national uniformity. The national policy places the primary responsibilities for noise control with state and local governments.

Guam presently does not have local legislation which regulates noise pollution. The Federal Highway Administration requires assessment of expected noise levels for new highways or reconstruction on Guam and assessment of mitigation measures, as part of Federal funding conditions. The Federal Aviation Administration has set forth a schedule for noise abatement which will bring all airlines serving Guam into compliance with their noise standards by 1985. The Guam Department of Labour assists the Federal Department of Labour in ensuring that workplaces on Guam are in compliance with occupational noise standards.

Noise control legislation and regulations presently applicable to Guam are:

1. The Noise Control Act of 1972 as amended by the Quiet Communities Act of 1978.
2. Federal Aviation Administration Operating Noise Limits for Airplanes.
3. Federal Department of Labor Occupational Noise Exposure Regulations.

HONG KONG

Noise pollution has been ranked second to air pollution as the form of pollution regarded as being the most serious in Hong Kong. In the main urban areas where considerable development or redevelopment is taking place, construction noise dominates; elsewhere, traffic noise is the major problem; domestic noise is a very significant problem across the whole of Hong Kong; and aircraft noise is of great concern in areas under the flight paths to Kai Tak Airport.

At present noise control legislation in Hong Kong is fragmented and, in many respects, is inadequate. Noise from individual vehicles is controlled by subjective regulations administered by the police under the Road Traffic (Construction and Use) Regulations. General neighbourhood noise is also controlled by the police under subjective provisions contained in the Summary Offences Ordinance. Construction noise is controlled at night and on public holidays by a permit system established under the Summary Offences Ordinance and administered by government engineering departments. Noise from factories is controlled by the Labour Department on a limited ad hoc basis using the Factories and Industrial Undertakings Ordinance. Aircraft noise is controlled by the Civil Aviation Department under Hong Kong Airport Regulations, which imposes a curfew on late night operations. Lastly, noise from air conditioning and ventilation systems is controlled by the Urban Services Department under the Public Health and Urban Services Ordinance.

Preparation of a new Noise Control Ordinance is underway. The new Ordinance will draw together the existing noise control provisions and cover many noise sources not presently dealt with. It will deal with neighbourhood noise, noise from construction sites, noise from premises other than construction sites or purely domestic premises, noise from individual products (e.g. compressors, air conditioners, etc.) and aircraft noise. In addition, it is intended to introduce objective noise controls for motor vehicles into the existing legislation and to deal with general traffic noise in the planning context.

The proposals to deal with each form of noise are briefly outlined below. It should be noted that with the exception of the direct inclusion of controls on general neighbourhood noise, the Ordinance will be primarily enabling in nature, with the detailed criteria and procedures appearing in regulations and other statutory instruments.

General neighbourhood noise

It is intended to deal with general neighbourhood noise in much the same way as at present, i.e. by the use of subjective provisions of the type which makes it an offence to create "unreasonable" noise.

The "unreasonableness" of a noise would initially be determined by a policeman, but ultimately by a magistrate taking all the circumstances pertaining to the noise into account. These provisions would apply to domestic activities, hawkers, etc; and also to activities on premises not subject to the requirements of objective noise permits or abatement notices. The provisions would initially be restricted in their application to certain night-time hours, e.g. 10.00 p.m. to 7.00 a.m.

Construction noise

At present a ban exists on piling at night between 7.00 p.m. and 7.00 a.m. and on Sundays and public holidays. There is also a permit system in force to allow limited construction work to take place at night. It is intended to significantly tighten up on the objective criteria currently used in the permit system and to extend the scope of the system so that more forms of work would require permits; at present only the use of powered mechanical equipment requires a permit.

Severe piling noise problems occur in Hong Kong where quiet piling techniques have been slow in being adopted for a variety of reasons. It is proposed to introduce regulations under the new Noise Control Ordinance that will place time restrictions on the noisier techniques if they are used very close to noise sensitive buildings. Extensive studies are underway to provide data to establish the criteria to be used in the regulations.

Noise from other premises

It is intended to control noise from premises other than domestic premises or construction sites by means of a system of noise abatement notices. Such notices would be issued when, for example, a factory owner refused to voluntarily reduce the noise from his premises to a reasonable level. The criteria used to determine a reasonable level will be contained in a simple assessment method similar to BS 4142 or ISO R1996, but adapted to suit the local conditions. The offence committed will be for failure to comply with a noise abatement notice and the notice-issuing Authority will be required to issue notices in accordance with the objective guidelines set out in the assessment method. As with construction noise, studies are in progress to assist in setting the criteria to be used in the assessment method.

Noise from products

Enabling provisions will be included in the Ordinance which will make it an offence to manufacture, import, sell, etc. products which, when operated under specific test conditions, produce noise which exceeds prescribed limits. It is also intended to introduce the concepts of noise labelling and acoustical warranties, under which manufacturers would be required to ensure that the noise levels emitted from their products did not degrade significantly with time. Provisions to ensure that the user does not permit his product to become excessively noisy are also envisaged. All of these provisions would be objective in nature.

Aircraft noise

Enabling provisions will also be included in the Ordinance to deal with aircraft noise.

JAPAN

Anti-pollution measures with respect to noise pollution are contained in the Basic Law for Environmental Pollution control. Since 1971, various noise standards have been established by the Environment Agency, the enforcement of which is carried out by local governments. Environmental quality standards are available for noise in general areas and roadside areas and with regard to noise from aircraft and superexpress railways. Enforcement standards for noise from factories and workplaces, construction, and motor vehicles are governed by the Noise Regulation Law.

Under the provisions of the Noise Regulation Law, prefectural governors may designate those areas in which the living environment should be preserved through noise prevention, and regulate the noise produced from construction work and the daily activities of factories and other business premises within the designated areas. Respective prefectural governors are also authorized to request countermeasures against motor vehicle noise which stems from road traffic.

The Noise Regulation Law also provides that each local public body is to take the necessary control measures through its own ordinances as far as neighbourhood noise is concerned. Measures for the development of equipment or devices with lower noise levels, or of sound insulation for housing, have already been undertaken, for instance JIS standards for room air conditioners, refrigerators, etc., labelling of noise level for air conditioners and ventilation fans, and construction standards for group housing.

The various environmental quality standards and enforcement standards for noise are indicated in Annex 2.

MALAYSIA

Legislation for the control of noise in Malaysia exists in various forms. The regulations and rules listed below contain some provisions to control noise pollution and to protect workers from excessive noise in their working environment:

- a. Penal Code, 1971
- b. Motor Vehicle (Construction and Use) Rules, 1959
- c. Factories and Machinery Act, 1967
- d. Town Board Enactments
- e. Civil Aviation Act, 1969
- f. Local Government Act, 1976
- g. Environmental Quality Act, 1974

While the existing legislation has provisions relating to noise control, these in practice are grossly inadequate for controlling noise from specific sources such as industries, motor vehicles and aircraft. Without proper legislation, the Department of Environment, the main agency responsible for environmental noise control, cannot take direct action against various sources of noise pollution although indirect penalties can be imposed through the licensing conditions enforced by local authorities.

The Government is therefore in the process of formulating a set of noise control regulations under the Environmental Quality Act, 1974 aimed at reducing the excessive noise emitted by various sources to acceptable levels. A nationwide survey on community noise response was conducted in 1983, the findings of which will be helpful in formulating the noise control regulations.

The Department of Environment coordinates its work on noise pollution with that of the Health Ministry's Industrial Health Division as well as the Factories and Machinery Department.

Industrial workers are protected by regulations in the Factories and Machinery Act. The Factories and Machinery Act sets a tolerable noise level of 60 dB(A) at the perimeters of a factory.

NEW ZEALAND

At present, New Zealand has a variety of regulatory controls which apply to particular aspects of noise, e.g., the Noise Control Act for controlling community noise, the Traffic Regulations for vehicle noise, the Factory and Commercial Premises Act for occupational noise and the Town and Country Planning Act for industrial noise emissions.

The Noise Control Act 1982 became effective from 1 June 1983. It is part of the Health Act 1956, and is administered by the Department of Health. The Act does not specify noise level limits. Its basis is that people have a responsibility to ensure noise does not exceed a reasonable level. What is reasonable will depend on circumstances and may vary from time to time and place to place. This is necessary because of the subjective nature of noise, and ultimately district courts may have to decide what is reasonable. There are 17 sections in the Act arranged in 4 parts. The first part (Sections 1-4) contains the title, definitions, Crown bound (i.e., the Crown is also obliged to prevent unreasonable noise), and provides for the appointment of noise control officers. The second part (Sections 5-8) headed "General Obligation of Occupiers" sets out the ways to deal with noise from residential, commercial and industrial premises. Occupiers are obliged to adopt the best practicable means to prevent unreasonable noise. The third part (Sections 9-12) headed "Excessive Noise" provides for the immediate abatement of a limited range of "excessive noises". The last part (Sections 13-17) contains general provisions about restitution of property seized as a result of noise offences, appeals, powers of entry, police powers and powers for making regulations.

The regulations may be made for the following purposes: specifying the limits of permitted emissions of noise from particular premises, activities, appliances, vehicles, machinery or articles; prescribing standards in respect of alarms and other devices designed to emit noise in certain specific circumstances to ensure that such devices do not emit noise in other circumstances or at a level or for a period beyond that necessary to achieve the purpose for which such devices are used; specifying the times at which specified noises may, or may not, be emitted from particular premises, activities, appliances, vehicles, machinery or articles; prescribing offences in respect of the contravention of or non-compliance with any regulations made for the purposes of this Act, and the amounts of fines that may be imposed in respect of any such offences; and lastly, providing for such other matters as are contemplated by or necessary for giving full effect to the provisions of the Act and for its due administration.

PAPUA NEW GUINEA

Part VII of the Environmental Contaminants Act, 1978 contains legislation related to noise control. The emission of any unreasonable noise is deemed an offence and the unreasonableness of the noise will be determined by the court.

Where unreasonable noise is being emitted regularly from any industrial, trade or domestic premises, the owner or occupier of the premises will be served with a noise abatement notice requiring him to take such action as is specified in the notice to mitigate the noise within a specified time.

Under the Act, regulations may be made for prescribing standards or levels for the emission of various types of noise and the procedure by which they are to be tested or ascertained.

PHILIPPINES

Legislation pertaining to noise control is contained in Chapter IV (Miscellaneous Regulations) of Presidential Decree 984. Article 1 of this Chapter, "Noise Control Regulations" comprises six sections describing the following: definitions, general requirements and restrictions on noise level; prohibited acts punishable under these Rules and Regulations; designation of noise-sensitive zones; establishment of ambient noise quality and noise emission standards; and measurement of noise level.

Environmental quality standards for noise and noise emission standards for various activities are given in Annex 4.

REPUBLIC OF KOREA

The Government has developed a comprehensive noise abatement policy. It consists, among others, of the promulgation of noise abatement legislation, including the establishment of motor-vehicle noise emission standards and environmental quality goals for noise. This legislation is based on the fundamental Environmental Conservation Law and the related Presidential Decree and Ministerial Ordinance.

The articles contained in the legislation related to noise abatement include definition of terms; prescription of environmental standards; restriction of neighbourhood noise; anti-traffic noise facilities; automobile noise standards; designation of noise control zones and establishment of noise control standards for the respective zones; and penal provisions.

Noise emission standards for motor vehicles were enforced from July 1983. These standards are shown in Annex 3.

Industrial noise is generally abated through enforcement of noise emission standards for industrial facilities and the relocation of industries to specially designated industrial estates. The noise level at the boundary of industrial plants, determined as the Noise Rating Level should not exceed 50 dB(A).

Neighbourhood noise control standards were promulgated in August 1983 and are given in Annex 3. To control neighbourhood noise, new regulations are currently being developed which will limit, among others, the use of loudspeakers.

In addition to the above-mentioned noise control standards, environmental quality goals for noise were recently established and these are shown in Annex 3.

SINGAPORE

There is no central agency in Singapore responsible for noise pollution control. Noise pollution control is undertaken by several authorities depending on the source of noise.

There are two methods of control. One is through judicious land use planning and the other through licensing and enforcement. Noise control is also imposed as a licensing condition for public entertainment and building construction sites.

Legislation for the control of noise is contained in the Minor Offences Act, Environmental Public Health Act, Factories Act and Motor Vehicles (Construction & Use) Rules 1974.

The Minor Offences Act prohibits the beating or sounding of any metal or musical instrument or utensil, and the operation of any gramophone or loudspeaker between 12 midnight and 6.00 a.m., and also prohibits the operation of any gramophone or loudspeaker in or near a public place.

In the Environmental Public Health Act, the owner or occupier of any premises, from which excessive noise is emitted and which may be injurious to health, is required to take measures to eliminate or reduce the noise within a specified period.

The Factories Act requires effective practicable means to be provided for the reduction of noise which may constitute a danger to persons employed in the factory.

Lastly, the Motor Vehicles (Construction & Use) Rules prohibit the use of any motor vehicle causing excessive noise which could have been avoided by the exercise of reasonable care on the part of the driver.

4. CONCLUDING REMARKS

Noise pollution is becoming a significant environmental issue especially in highly urbanized and industrialized regions of the countries and areas in the Western Pacific. Efforts are being made either to adopt appropriate noise control policies, legislation, rules and regulations or to consolidate existing fragmented noise abatement rules and regulations into a more unified form.

Implementation of noise pollution control programmes is often more difficult than other types of environmental pollution, especially in connexion with scattered noise sources such as construction noise and noise of domestic origin.

The main objective of this document is to provide information on how the governments in the Western Pacific are dealing with this complex problem of noise pollution control and to stimulate exchange of experience and technical know-how among the concerned officials/scientists with a view to arriving at a better and more effective solution to the control of noise pollution which affects so many of us in our daily life.

AUSTRALIAN ENVIRONMENTAL NOISE CONTROL LEGISLATION

State	Date		
Australian Capital Territory	1949	Motor Traffic Ordinance	
	1974	Small Claims Ordinance	
	1975	Machinery Ordinance	
	1975	Animal Nuisance Control Ordinance	
New South Wales	1975	Noise Control Act	
	1975	Noise Control Regulation	
	1977	Noise Control Regulation (Amendment)	
	1978	Noise Control Regulation (Amendment)	
	1979	Noise Control Regulation (Amendment)	
Queensland	1978	Noise Abatement Act	
	1979	Noise Abatement Regulations	
	1979	Amendments of the Noise Abatement Regulations	
South Australia	1976 - 1977		Noise Control Act
	1978	Industrial Noise Control Regulations	
	1978	Noise Control (Hearing Conservation) Regulations	
	1978	Machine Noise Control Regulations	
Tasmania	1973	Environment Protection Act	
	1977	Environment Protection (Amendment) Act	
	1978	Environment Protection (Amendment) Act	
	1980	Environment Protection (Amendment) Act Nos. 1, 2 and 3	
	1973	Statute Law Revision (Environment Protection) Act	
	1977	Environment Protection (Noise) Regulations	
Victoria	1970	Environment Protection Act	
	1975	Environment Protection (Noise Control) Act	
	1978	Environment Protection (Noise Control) Act	
	1976	Environment Protection (Motor Car Noise) Regulations	
	1978	Environment Protection (Motor Car Noise) Amendment Regulations	
	1978	Environment Protection (Truck, Omnibus & Motorcycle Noise) Regulations	
	1978	Environment Protection (Audible Intruder Alarm) Regulations	
	1978	Environment Protection (Noise Control) Act	
	1981	(proclaimed Jan. 1981) State Environment Protection Policy N-1 "Control of Noise from Commercial, Industrial or Trade Premises within the Melbourne Metropolitan Area"	

AUSTRALIAN ENVIRONMENTAL NOISE CONTROL LEGISLATION (Cont'd)

State	Date	
Western Australia	1972	Noise Abatement Act
	1974	Noise Abatement (Annoyance of Residents) Regulations
	1976	Noise Abatement (Appointment of Inspectors) Regulations
	1976	Noise Abatement (Royal Showgrounds, Claremont) Regulations
	1979	Noise Abatement (Neighbourhood Annoyance) Regulations
	1981	Noise Abatement Act (Amendment)
Northern Territory	1949	Traffic Act
	1949	Motor Vehicles Act
	1978	Construction Safety Act
	1979	Liquor Act
	1980	Dog Act
	1981	Summary Offences Act

NOISE LEVEL STANDARDS, JAPAN

Table 1: Environmental Quality Standards for Noise in General Areas, Cabinet Decision on 25 May 1971, Based on Article 9, Basic Law for Environmental Pollution Control

in dB(A)

Category of area	Daytime	Division of hours	
		Morning & evening	Nighttime
AA	Not more than 45	Not more than 40	Not more than 35
A	50	45	40
B	60	55	50

Note: AA - Areas which require particular quiet. For instance, areas where medical facilities are concentrated.
 A - Primarily residential areas.
 B - Areas in which a substantial number of residences are located among shops and factories.

Table 2: Environmental Quality Standards for Noise in Roadside Areas

in dB(A)

Category of areas	Division of hours		
	Daytime	Morning & evening	Nighttime
Type A areas bordering on a two-lane road	Not more than 55	Not more than 50	Not more than 45
Type A areas bordering on a more-than-two-lane road	60	55	50
Type B areas bordering on a not-more-than-two-lane road	65	60	55
Type B areas bordering on a more-than-two-lane road	65	65	60

Note: Standard values vary depending on the area type. Therefore, classification of areas is left to the discretion of prefectural governors.

Table 3: Environmental Quality Standards for Aircraft Noise, Based on Article 9, Basic Law for Environmental Pollution Control. Environmental Agency Notification, Dec. 27, 1973.

Category of Area	Standard value (in WECPNL)
I	70 or less
II	75 or less

Note: Category I areas are those primarily for residential use; category II areas are other areas where there is a need to preserve normal living conditions.

Table 4: Enforcement Standards for Industrial Noise Emission, Article 4-1, Noise Regulation Law, Nov. 27, 1968

Time of day	1st category district	2nd category district	3rd category district	4th category district
Daytime	45 dB(A) to less than 50 dB(A)	50 dB(A) to less than 60 dB(A)	60 dB(A) to less than 65 dB(A)	65 dB(A) to less than 70 dB(A)
Morning Evening	40 dB(A) to less than 45 dB(A)	45 dB(A) to less than 50 dB(A)	55 dB(A) to less than 65 dB(A)	60 dB(A) to less than 70dB(A)
Night	40 dB(A) to less than 45 dB(A)	40 dB(A) to less than 50 dB(A)	50 dB(A) to less than 55 dB(A)	55 dB(A) to less than 65 dB(A)

Note: 1st category district - Good residential area, with special calm conservation efforts.
 2nd category district - Residential area.
 3rd category district - Residential use with commercial and industrial use. Noise control efforts are requested.
 4th category district - Mainly industrial use, but noise control efforts are requested.

Table 5: Enforcement Standards for Construction Noise,
Article 14-1 & Article 15-1, Noise Regulation Law,
Nov. 27, 1968

Type of Restriction	Areas Classified	Pile Driver etc	Riveting Hammer	Rock Drill	Air Compressor	Batching Plant etc.
Standard value	I & II	85dB (A)	80db (A)	75db (A)		
Work prohibited time	I	7 p.m. - 7 a.m.		9 p.m. - 6 a.m.		
	II	10 p.m. - 6 a.m.				
Maximum working duration	I	10 hours per day				
	II	14 hours per day				
Maximum consecutive working days	I	6 days		one month		
	II	6 days		two months		
Work prohibited	I & II	Sundays and holidays				

Notes

1. "Area I" stands for areas to which one of the following descriptions applies:
 - (1) Areas where maintenance of quiet is particularly needed to preserve the residential environment.
 - (2) Areas which require maintenance of quiet since they are used for residential purposes.
 - (3) Areas used for commercial and industrial as well as residential purposes which are in need of measures to prevent noise pollution since a considerable number of houses are located.
 - (4) The neighbourhood of schools, hospitals and the like.

"Area II" stands for areas where there is a need to preserve the living environment.

2. Noise level shall be measured at thirty (30) meters from the boundary line of the construction work site which involves specified construction works.

Table 6: Maximum Permissible Limits for Motor Vehicle Noise,
Article 16-1, Noise Regulation Law

in dB(A) (as of Mar. 31, 1982)

Type of vehicle		Cruising noise & exhaust noise	Accelerated running noise		
			1979 reg.	1982 reg.	1983 reg.
Ordinary, small-size and light motor vehicles (except those with a riding capacity of 10 persons or less, and two-wheeled motor vehicles)	Exceeding 3.5 tons and 200 Hp	80	86	86	86
	Exceeding 3.5 tons but under 200 Hp	78			83
	Under 3.5 tons	74	81	81	81
Ordinary, small-size and light motor vehicles with a riding capacity of 10 persons or less (excluding two-wheeled motor vehicles)		70			78
Motorcycles (exceeding 125 cc)		74	78	78	78
Motor-driven cycles (less than 125 cc)		70	75	75	75

Note: Effective date of 1979 regulation to imported vehicles is April 1, 1981

NOISE LEVEL STANDARDS, REPUBLIC OF KOREA

Table 1: Motor vehicle noise emission standards (assembly line)

Type of vehicle			Acceleration noise dB(A)	Muffler system noise dB (A)	Horn noise dB(C)
	Vehicle weight > 3.5 tons	Power output > 200 Hp	92	80	115-90
		Power output < 200 Hp	89	78	
Cars.	Vehicle weight 3.5 tons		85	74	
	Passenger capacity 10 persons		82	70	
Motor cycles	Piston displacement > 125 c.c.		84	74	
	Piston displacement > 50 c.c.		82	70	
	Piston displacement < 50 c.c.		80	70	

Table 2: Motor vehicle noise emission standards (in service vehicles)

Type of vehicle	Muffler system noise dB(A)	Horn noise dB(C)
All types of motor vehicles including 2-wheel vehicles	Diesel-fuelled cars: 95	115 - 90
	LPG & gasoline-fuelled cars: 80	

Table 3: Neighbourhood noise control standards

Unit: dB(A)

Time		Morning & evening (0500 - 0800 1800 - 2200)	Daytime (0800 - 1800)	Nighttime (2200 - 0500)
Noise sources	Outdoor establishment	70	80	Not to be used
	Noise from indoor to outdoor	55	60	50
Factory noise and noise at the place of business		55	60	50
Constant or continuous noise at night		-	-	50

Table 4: Environmental quality goals for noise

Unit: LeqdB(A)

Classification of areas	Areas to be applied	Goals	
		Daytime (0600 - 2200)	Nighttime (2200 - 0600)
General areas	"A"	50	40
	"B"	55	45
	"C"	65	55
	"D"	70	65
Roadside areas	"A" and "B"	65	55
	"C"	70	60
	"D"	75	70

Note: Area "A" - Nature conservation area, resort area and residential district in settlements, greenbelt area, exclusive residential area, areas within 50m from the boundary of hospitals and schools.

Area "B" - Non-residential district in settlement

Area "C" - Commercial area, semi-industrial area

Area "D" - Industrial area

NOISE LEVEL STANDARDS, PHILIPPINES

Table 1: Environmental quality standards for noise in general areas

Category of area	Daytime	Morning & evening	Nighttime
AA	50 dB	45 dB	40 dB
A	55 "	50 "	45 "
B	65 "	60 "	55 "
C	70 "	65 "	60 "
D	75 "	70 "	65 "

Note: AA - Area requiring quietness, e.g. areas within 100 metres from schools, hospitals, homes for the aged.

- A - Residential areas.
- B - Commercial areas.
- C - Light industrial areas.
- D - Heavy industrial areas

Table 2: Noise emission standards for various activities

Sound production devices in public areas	Not to exceed 75 dB(A) measured at one metre directly in front of the speaker, or the ambient standard when measured at the doorway of the building wherein the source is located.
Construction activities	75 - 90 dB(A) depending on the type of construction activity.
Motor vehicle exhaust	Not to exceed 90 dB(A) measured on acceleration at a distance of 10 metres.

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