

ANALYSIS OF EPA'S RESPONSIBILITY AND IMPLEMENTATION
OF THE NOISE CONTROL ACT OF 1972 (NCA of 1972) AND THE QUIET COMMUNITIES ACT OF 1978 (QCA of 1978)

Section of 1972:1978:	Responsibility	Statutory:Discretionary:		Implementation Date and Description
		Yes:	No:	

4 X

FEDERAL PROGRAMS

X

X

(1) Directs Federal agencies to administer programs in a manner to reduce noise consistent with their authorities; (2) requires each Federal agency to comply with Federal, State, interstate and local requirements for noise control unless exempted by the President; (3) requires EPA to coordinate all Federal programs relating to noise research and noise control; (4) requires that other agencies consult EPA before prescribing noise regulations and allows EPA to require public review of any regulations thought insufficient to protect public health and welfare to the extent EPA thinks feasible; (5) requires EPA to periodically report on the status and progress of Federal noise control activities.

EPA planned and organized a four-part program to integrate Federal agency noise abatement policies and programs into a national noise strategy.

a. Communication and Information Exchange programs including a series of regularly scheduled informal meetings among Federal agency noise personnel.

b. Joint Special Studies and Demonstration Programs consisting of fifteen cooperative projects with other Federal agencies which will be completed by September 30, 1982.

c. The agency established four interagency noise research panels. These panels generated reports that examined Federal R&D activities to determine the contribution of these efforts to the control of noise and understanding of its effects. In 1979, EPA published the proceedings of a Symposium It sponsored on Aviation, Surface Transportation, and Machinery and Construction Equipment. In 1978 and 1980, the Interagency Noise Effects Research Panel published reports on the status of research and made recommendations on priority areas of concern for future Federal research. The recommendations were incorporated into EPA's Five-Year Health Effects Research Plan for noise.

d. Establishment of an Interagency Committee on Urban Noise. The Committee developed and implemented initiatives to use existing Federal funds to integrate noise control into the Administration's Urban Program. The initiatives were in the areas of Weatherization and Soundproofing, Land Use, Neighborhood Projects, Procurement, and Urban Transportation and Local Noise Programs. The major follow-up activity is the Buy Quiet Program currently being administered by EPA.

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EPA has reviewed and commented upon the policies and regulations of such Federal agencies as DOT, HUD, DDC, and GSA.

In June 1975, the Agency issued a report describing and discussing interrelationships among the noise programs of 38 Federal agencies covering standards and regulations, hearing conservation, noise abatement, and research, development and demonstration.

EPA issued reports in 1978 and 1980 describing the Federally sponsored research effort on the effects of noise on public health and welfare.

EPA's regional offices have reviewed about 1500 draft and 500 final EIS statements per year.

EPA has developed formal administrative guidelines and directives to assure that Federal agencies comply with Federal, State, and local noise control requirements.

5 X

IDENTIFICATION OF MAJOR NOISE SOURCES, NOISE CRITERIA AND CONTROL TECHNOLOGY

- | | | | |
|--|----------|----------|---|
| <p>(1) Requires EPA to publish criteria which reflect the kind and extent of all identifiable effects on the public health or welfare resulting from differing quantities and qualities of noise (within 9 months of passage of the Act);</p> | <p>X</p> | <p>X</p> | <p>(1) <u>July 27, 1973. Public Health and Welfare Criteria for Noise was published.</u></p> |
| <p>(2) requires EPA to publish information on levels of environmental noise which in defined areas under various conditions are requisite to protect the public health and welfare with an adequate margin of safety (within 12 months of passage of the Act);</p> | <p>X</p> | <p>X</p> | <p>(2) <u>March 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin for Safety was published.</u></p> |
| <p>(3) requires EPA to, after consultation with appropriate Federal agencies, compile and publish a report or series of reports (a) identifying products which are major sources of noise, and (b) giving information on techniques for control of noise from such products, including available data on the technology, costs, and alternative methods of noise control. The first report shall be published not later than 18 months after the date of enactment of the Act.</p> | <p>X</p> | <p>X</p> | <p>(3) The following products were identified as major sources of noise:</p> <p><u>June 19, 1974 (39 FR 22297)</u>
 Portable air compressors
 Medium and heavy trucks</p> <p><u>May 20, 1975 (40 FR 23105)</u>
 Wheel and crawler tractors
 Truck-mounted solid waste compactors
 Motorcycles and motorcycle replacement exhaust systems
 Buses
 Truck-transport refrigeration units</p> <p><u>December 30, 1976 (42 FR 2525)</u>
 Power lawn mowers</p> <p><u>January 19, 1977 (42 FR 6722)</u>
 Pavement breakers and rock drills</p> <p>Pre-identification studies have been carried out on automobiles and light trucks, tires, air conditioners, chainsaws, snowmobiles, motorboats, and earthmoving equipment used in construction.</p> |

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			Yes:	No:	Yes:	No:	Title and Description	
6	X				X		X	
<p>NOISE EMISSION STANDARDS FOR PRODUCTS DISTRIBUTED</p> <p>EPA is required to publish proposed regulations for each product which is identified in any report published under Section 5(b)(1) as a major source of noise for which noise emission standards are feasible and which falls in one of the following categories: construction equipment, transportation equipment (including recreational vehicles), any motor or engine, and electrical or electronic equipment.</p> <p>EPA may publish proposed regulations for any product for which he is not required to prescribe regulations but for which noise emission standards are feasible and are requisite to protect the public health and welfare. The regulation must be based on criteria published under Section 5.</p> <p>Initial proposed regulation(s) shall be published not later than 18 months after the date of enactment of the Act.</p> <p>EPA is required to prescribe final regulations for each product for which proposed regulations were published unless noise emission standards are not feasible. Final regulations are due not earlier than 6 months after proposal nor later than 24 months after identification as major noise source.</p> <p>EPA may revise any regulation by (a) publication of proposed revised regulations and (b) the promulgation, not earlier than 6 months after the date of such publication, of regulations making the revision.</p>								
<p>Since 1972, nine products have been identified for regulation at the point of manufacture. Regulations have been issued for four of these: medium and heavy trucks, portable air compressors, motorcycle and motorcycle replacement exhaust system, and truck mounted solid waste compactors. Regulations have been proposed in the <u>Federal Register</u> for buses and wheel and crawler tractors. The three products already identified as major sources of noise remaining for regulation were pavement breakers, power lawn mowers, and truck transport refrigeration units. See the attached table for additional information.</p>								

SECTION 6: PRODUCT STANDARDS

<u>Regulations</u>	<u>Date of Identification</u>	<u>Date of Proposed Regulation</u>	<u>Date of Final Regulation</u>
Portable Air Compressors	6/19/74	10/29/74	12/31/75
Medium and Heavy Duty Truck	6/19/74	10/30/74	3/31/76
Wheel and Crawler Tractors	5/21/75	6/21/77	-
Truck Transport Refrigeration Units	5/21/75	-	-
Truck Mounted Solid Waste Compactors	5/21/75	8/12/77	9/11/79
Motorcycles	5/21/75	3/1/78	12/19/83
Buses	5/21/75	8/29/77	-
Power Lawn Mowers	12/30/76	-	-
Pavement Breakers/Track Drills	1/19/77	-	-

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7	X	AIRCRAFT NOISE STANDARDS -			
		(1) EPA is required to do a study of: the adequacy of FAA flight and operational noise controls; adequacy of present aircraft noise emissions standards (including recommendations on retrofit); implications of achieving levels of cumulative noise exposure around airports; and additional measures available to airport operators and local governments to control noise.	X		X 1973 - Report to Congress on Aircraft-Airport Noise was published.
		(2) The FAA is empowered to prescribe and amend aircraft noise measurement and noise emission regulations under Section 611 of the FAA Act of 1958. EPA is required to submit recommendations for regulations to FAA which EPA feels necessary to protect the public health and welfare. A detailed process for public dissemination of information regarding FAA's action on EPA's recommendations is required of the FAA.	X		X EPA has submitted to the FAA six recommended Source Regulations, one recommended SST Airport Restrictions, three recommended Operational Regulations, and one package dealing with the Airport Noise Regulatory Process. The FAA has accepted the EPA proposals concerning reduced flap approach and landing and retrofit, except for retrofit of business jets. The FAA has issued notices of decisions not to prescribe the EPA proposals pertaining to: propeller driven small airplanes; fleet noise level; two-segment visual approach and landing; and minimum altitudes. See the attached table for additional information.

SECTION 7: AVIATION NOISE REGULATIONS PROPOSED BY EPA TO FAA

	TITLE	DATE TO FAA	NPRM	DATE OF HEARINGS	FAA* FURTHER ACTION
1.	NOISE STANDARDS FOR PROPELLER DRIVEN SMALL AIRPLANES	6 DEC 74	6 JAN 75 40 FR 1061	3 MAR 75	HP&P 23 DEC 76 41 FR 56056
2.	NOISE ABATEMENT MINIMUM ALTITUDES FOR TURBOJET POWERED AIRPLANES IN TERMINAL AREAS	6 DEC 74	6 JAN 75 40 FR 1072	5 MAR 75	HP 29 NOV 76 41 FR 52393
3.	CIVIL SUBSONIC TURBOJET ENGINE-POWERED AIRPLANES: NOISE RETROFIT REQUIREMENTS	20 JAN 75	26 FEB 75 40 FR 0218	18 MAR 75	HP&P 23 DEC 76 41 FR 56046
4.	FLEET NOISE LEVEL REQUIREMENTS	20 JAN 75	26 FEB 75 40 FR 0222	17 APR 75	HP 29 NOV 76 41 FR 52398
5.	AIRCRAFT NOISE REQUIREMENTS: CIVIL SUPERSONIC AIRPLANES	27 FEB 75	20 MAR 75 40 FR 14093	16 MAY 75 LA 22 MAY 75 DC	HP&P 29 JUN 78 43 FR 20406
6.	REDUCED FLAP SETTING NOISE ABATEMENT APPROACH FOR TURBOJET ENGINE-POWERED AIRPLANES	29 AUG 75	25 SEP 75 40 FR 44256	5 NOV 75	P 29 NOV 76 41 FR 52300
7.	VISUAL TWO - SEGMENT NOISE ABATEMENT APPROACH FOR TURBOJET ENGINE-POWERED AIRPLANES	29 AUG 75	25 SEP 75 40 FR 44256	5 NOV 75	HP 29 NOV 76 41 FR 52388
8.	TWO SEGMENT ILS NOISE ABATEMENT APPROACH FOR TURBOJET ENGINE-POWERED AIRPLANES	29 AUG 75	25 SEP 75 40 FR 44256	5 NOV 75	HP 29 NOV 76 41 FR 52388

SECTION 7: AVIATION NOISE REGULATIONS PROPOSED BY EPA TO FAA (CONTINUED)

<u>TITLE</u>	<u>DATE TO FAA</u>	<u>HPRM</u>	<u>DATE OF HEARINGS</u>	<u>FAA* FURTHER ACTION</u>
9. AIRPLANE NOISE REQUIREMENTS FOR OPERATION TO OR FROM U.S. AIRPORTS	13 JAN 76	12 FEB 76 41 FR 6270	5 APR 76	NP 29 JUN 70 43 FR 20406
10. NOISE LEVELS FOR TURBOJET POWERED AIRPLANES AND LARGE PROPELLER DRIVEN AIRPLANES	1 OCT 76	28 OCT 76 41 FR 47350	15 DEC 76	None
11. AIRPORT NOISE REGULATORY PROCESS	22 OCT 76	22 NOV 76 41 FR 51522	17 JAN-77	NP & P 26 JAN 81 46 FR 0316
12. TAKEOFF PROCEDURES FOR AIRCRAFT NOISE CONTROL		PROJECT REPORT IN PREPARATION		
13. NOISE STANDARDS FOR HELICOPTERS		UNDER EVALUATION		
14. NOISE STANDARDS FOR SHORT AND REDUCED TAKEOFF AND LANDING AIRCRAFT (STOL AND RTOL)		UNDER EVALUATION		

*NP = NONPRESCRIPTION:

P = PRESCRIPTION:

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8	X The Secretary of Transportation and the Administrator are required to jointly study the aircraft noise effects from an airport on communities located in a State other than the State in which the airport is located. The Secretary and the Administrator are required to prepare and submit to Congress a report within 9 months of the conclusion of the study, but no later than 24 months after enactment of this section.	X	X Report to Congress - Effects of Airport on a Neighboring State was published and was transmitted to the House and the Senate on November 6 and 7, 1980.

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8	X	<p>LABELING -</p> <p>EPA is required to designate, by regulation, any product which (a) emits noise capable of adversely affecting the public health or welfare, or (b) is sold wholly or in part on the basis of its effectiveness in reducing noise. EPA is further directed to require, by regulation, the manufacturer of such product to give notice of the noise level or its effectiveness in reducing noise to the prospective user. EPA's regulations must indicate the form of such notice and prescribe the method and unit of noise measurement.</p>	X	X	<p>September 28, 1979. The Agency published the General Provisions for Noise Labeling and also included as part of the notice a Noise Labeling Regulation for Hearing Protectors.</p> <p>The Agency published, as part of the "General Provisions," minimum requirements for voluntary product noise labeling by manufacturers that could obviate the need for mandatory Federal labeling. Manufacturers of both noise producing and reducing products were encouraged to develop voluntary labeling programs, thus minimizing Federal involvement. Full implementation of Section 8 will not be affected due to phase-out of the Noise Program.</p>
9	X	<p>IMPORTS</p> <p>The Secretary of the Treasury shall, in consultation with EPA, issue regulations to carry out the provisions of this Act with respect to new products imported or offered for importation.</p>	X	X	<p>EPA consulted with the Treasury Department and drafted the required regulations. Because of resource constraints, no proposal was issued.</p>

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10 X	<p align="center">PROHIBITED ACTS</p> <p>Manufacturers are prohibited from distributing products which do not conform with an applicable labeling or noise emission regulation after the effective date of such applicable regulation. All persons are prohibited from removing a noise reduction device from a product in compliance with a noise emission regulation and from removing a label before sale to the ultimate purchaser. All persons are prohibited from refusing to comply with an order of the Administrator specifying relief under Sec. 11(d) or refusing to make required information available to the Administrator, or importing a product in violation of the import regulations of Sec. 9. Under certain circumstances, the Administrator may exempt certain products from compliance for a specified period of time.</p>	X X	<p>Enforcement provisions were promulgated in each of the individual new product regulations under Sections 6 and 8.</p> <p>12/31/75 - Portable Air Compressors Regulation</p> <p>3/31/76 - Medium and Heavy Truck Regulation</p> <p>9/14/79 - Truck Mounted Solid Waste Compactors Regulation</p> <p>9/28/79 - Hearing Protectors</p> <p>12/19/80 - Motorcycles and Motorcycle Exhaust Systems</p>
11 X	<p align="center">ENFORCEMENT</p> <p>Manufacturers or Importers of non-conforming or mis-labeled products are subject to fines of up to \$25,000 per day for each violation and to imprisonment of up to 1 year. The penalties may be doubled for subsequent convictions. The Administrator may issue orders specifying such relief as he deems necessary to protect the public health and welfare. The District Courts of the United States have jurisdiction to restrain violations of the Act.</p>	X X	<p>Two orders were issued by the Administrator for violation of the portable air compressor regulation under Section 11(d).</p> <p>April 11, 1979 - Worthington Compressors, Inc. of Holyoke, Massachusetts, received from EPA a complaint and order to recall approximately 250, 1970 and 1979 model 16502 portable air compressors.</p> <p>April 11, 1979 - General Supply and Leasing Company of Kansas City, Kansas, received from EPA a complaint containing a recall and cease-to-distribute order.</p>

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12 X	<p align="center">CITIZEN SUITS</p> <p>Any person may commence a civil action on his own behalf against any person (including the United States) for violation of this act or against the Administrator of EPA or FAA for failure to perform any non-discretionary duty under this act. No action may be commenced until 60 days after notice of violation or if the Administrator is already diligently prosecuting a civil action. The Administrator may intervene as a matter of right in costs of litigation (including reasonable attorney and expert witness fees) to any party. Nothing in the section restricts any right which any person may have under any other statute or the common law to enforce a noise control requirement.</p>	X	<p>X No citizen suits have been filed for violation of this Act or against the Administrator of EPA or FAA for failure to perform any non-discretionary duty under this Act.</p>
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13 X	<p align="center">RECORDS, REPORTS AND INFORMATION</p> <p>Every manufacturer of a product for which standards or labeling requirements have been prescribed must maintain records, make reports and provide information (including supplying products coming off the assembly line for testing) as may reasonably be required to determine compliance, and must permit access to such information and copying of such records. Information obtained relating to trade secrets under Section 1905 of Title 18, USC will be confidential, but can be confidentially disclosed to other Federal officers, or disclosed when relevant to any proceeding under the Act. Such information cannot be withheld from Congress. Violation of this section is punishable by fine of up to \$10,000 and imprisonment of up to 6 months.</p>	X	<p>X Enforcement provisions were promulgated in each of the individual new product regulations under Sections 6 and 8.</p> <ul style="list-style-type: none"> 12/31/75 - Portable Air Compressors Regulation 3/31/76 - Medium and Heavy Truck Regulation 9/14/79 - Truck Mounted Solid Waste Compactors Regulation 9/28/79 - Hearing Protectors 12/19/80 - Motorcycles and Motorcycle Exhaust Systems
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14	X	QUIET COMMUNITIES, RESEARCH, PUBLIC INFORMATION	X	X
		<p>To promote the development of effective State and local noise control programs, to provide an adequate Federal noise control research program, and to otherwise carry out the policy of this Act, EPA is required, in cooperation with other Federal agencies and through the use of grants, contracts, and direct Federal actions--</p>		
		<p>(a) develop and disseminate information and educational materials to all segments of the public on the public health and other effects of noise and the most effective means for noise control, through the use of materials for school curricula, volunteer organizations, radio and television programs, publication, and other means;</p>		<p>(a) EPA developed public education/information materials designed to provide the public with information on the effects of noise on their health especially hearing and the cardiovascular system. Included are: two noise modules developed to be used in classrooms; a hearing test program; training in noise enforcement techniques for trainees and apprentices; and radio and television public service announcements, etc. EPA also established a national clearinghouse for the collection and dissemination of public education/information materials on noise. Delivery mechanisms directed at specific publics include Older Americans, State, local and regional noise personnel, school personnel, and civic organizations.</p>
		<p>(b) conduct or finance research on the effects, measurement, and control of noise, including but not limited to-</p>		
		<p>(1) investigation of the psychological and physiological effects of noise on humans and the determination of dose/response relationships suitable for use in decision-making, with special emphasis on the non-auditory effects of noise.</p>		<p>(1) EPA conducted and financed 23 studies between FY 1977 and FY 1982 investigating the psychological and physiological effects of noise on people and the determination of dose/response relationships suitable for use in decision-making, with special emphasis on the non-auditory effects of noise.</p>

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14 Continued	<p>(2) investigation, development, and demonstration of noise control technology for products subject to possible regulation under Sections 6, 7, and 8 of this Act;</p> <p>(3) investigation, development, and demonstration of monitoring equipment and other technology especially suited for use by State and local noise control programs;</p> <p>(4) investigation of the economic impact of noise on property and human activities; and</p> <p>(5) investigation and demonstration of the use of economic incentives (including emission charges) in the control of noise;</p> <p>(c) administer a nationwide Quiet Communities Program which shall include, but not be limited to-</p> <p>(1) grants to States, local governments, and authorized regional planning agencies for the purpose of-</p> <p>(A) identifying and determining the nature and extent of the noise problem within the subject jurisdiction;</p>	<p>: Yes: No:</p>	<p>(2) EPA conducted technology demonstration programs from FY 1977 to FY 1982 to develop manufacturing techniques to further reduce noise from surface transportation vehicles and other equipment. The demonstration projects included quiet truck, quiet tire, and quiet engine technology.</p> <p>(3) EPA developed a model motor vehicle enforcement manual for use by State and local governments and enforcement agencies.</p> <p>(4) EPA developed in 1981 with the National Bureau of Standards (NBS) a "Method for Assessing Economic Impacts of Noise Control Requirements in Residential and Educational Buildings" and are developing with NBS a "Method for Assessing the Benefits of Noise Control Requirements in Residential and Educational Buildings."</p> <p>(5) EPA developed a five part urban noise program. The program's major emphasis has been the Buy Quiet Program which involves a non-regulatory alternative to product noise control.</p> <p>(AAB) EPA developed financial and technical assistance programs and activities designed to help States and localities identify and remedy noise issues and problems. Financial assistance was provided to States and localities through cooperative agreements. The following cooperative agreements were awarded:</p>

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(B) planning, developing, and establishing a noise control capacity in such jurisdiction, including purchasing initial equipment;

	FY 1979	FY 1980	FY 1981
State I.CHO Programs <u>2/</u>	10	19	18
State Start-up Programs	4	5	3
Local Programs	12	11	0
Regional Technical Assistance Centers <u>3/</u>	10	10	7

- 1/ Includes funding into FY 1982 for 20 State programs and two Technical Centers.
- 2/ (f) Cooperative agreements
- 3/ (e) Cooperative agreements

Other programs providing cooperative agreements to state and local governments are the following:

	FY 1979	FY 1980	FY 1981
Demonstration cooperative agreements <u>4/</u>	7	6	6
Transportation planning cooperative agreements <u>5/</u>	2	2	1

- 4/ (C) Cooperative agreements
- 5/ (D) Cooperative agreements

(C) developing abatement plans for areas around major transportation facilities (including airports, highways, and rail yards) and other major stationary sources of noise, and, where appropriate, for the facility or source itself; and

(C) EPA developed the Airport Noise Evaluation Process (a simplified and objective approach to determining aviation noise impacts) and a workbook manual Calculation of Day-Night Level (Ldn) Resulting from Civil Aircraft Operations.

EPA developed the Highway Noise Evaluation Process (a simplified objective approach to determining highway noise impacts).

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| (D) evaluating techniques for controlling noise (including institutional arrangements) and demonstrating the best available techniques in such jurisdiction; | (D) EPA initiated a program to identify, evaluate and demonstrate ways for State and local governments to control surface transportation noise. Five demonstrations projects were funded and will be completed by the end of FY 1982. |
| (2) purchase of monitoring and other equipment for loan to State and local noise control programs to meet special needs or assist in the beginning implementation of a noise control program or project; | (2) EPA advised State and local governments on types and uses of sound measurements and analysis instruments. Sound level meters and other types of equipment are available through State ECHO cooperative agreements and the Tech Centers. EPA also evaluated instruments such as sound level meters and community noise monitoring systems. |
| (3) development and implementation of a quality assurance program for equipment and monitoring procedures of State and local noise control programs to help communities assure that their data collection activities are accurate; | (3) EPA developed and validated motorcycle enforcement procedures for State and local agencies which correlates with the Federal motorcycle enforcement procedures. |
| (4) conduct of studies and demonstrations to determine the resource and personnel needs of States and local governments required for the establishment and implementation of effective noise abatement and control programs; and | (4) EPA funded in 1979 a study to investigate and formulate minimum manpower and staffing requirements of certain population sizes and jurisdictions to effectively and efficiently implement the Quiet Communities Programs. |
| (5) development of educational and training materials and programs, including national and regional workshops, to support State and local noise abatement and control programs. | (5) EPA developed in 1980 through Pennsylvania State University a community noise control correspondence training course for State and local officials. |

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<p>14 Continued</p>	<p>(d) develop and implement a national noise environmental assessment program to identify trends in noise exposure and response, ambient levels, and compliance data and to determine otherwise the effectiveness of noise abatement actions through the collection of physical, social, and human response data;</p> <p>(e) establish regional technical assistance centers which use the capabilities of university and private organizations to assist State and local noise control programs;</p> <p>(f) provide technical assistance to State and local governments to facilitate their development and enforcement of noise control, including direct onsite assistance of agency or other personnel with technical expertise, and preparation of model State or local legislation for noise control; and</p> <p>(g) provide for the maximum use in programs assisted under this section of senior citizens and persons eligible for participation in programs under the Older Americans Act.</p>		<p>(d) EPA developed in 1979 and began implementation of a national noise environmental assessment program.</p> <p>(e) A university based Regional Technical Assistance Center had been established in each of EPA's regions to assist in their effort to increase the development of active local noise control programs.</p> <p>(f) EPA developed model codes for community noise control, mechanical equipment noise control, and a building noise code to be used by State and local noise agencies.</p> <p>The Each Community Helps Others (ECHO) program was developed and funded to help communities throughout the U.S. solve community noise problems with the help of noise control experts from other communities that have faced and solved similar problems. A network of 45 volunteer community noise advisors provided onsite technical assistance and advice to 165 communities. The program has been expanded to bring the volunteer peer-match concept to the airport problem by matching aviation professionals with airport operators and communities with noise control problems.</p> <p>(g) EPA funded a cooperative agreement to support the Senior Environmental Employment Program to provide meaningful employment in environmental areas to workers 55 years of age or older.</p>
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15	X	DEVELOPMENT OF LOW-NOISE EMISSION PRODUCTS -	X	<p>February 13, 1974. Certification procedures for low-noise-emission products (LNEP) to be purchased by the Federal government were published. These procedures can apply only to products for which new product noise regulations have been issued under Section 6. LNEP levels have been established for motorcycles and garbage trucks.</p> <p>May 17, 1977. A NPRM was published for LNEP criteria and procedures to be used by EPA in determining whether a product can be certified as a low-noise-emission product and qualified as a suitable substitute for products purchased by the Federal government. LNEP levels for portable air compressors and medium and heavy trucks were proposed in that notice.</p>
		<p>Provides for Federal procurement of and public notice about products certified as "low-noise-emission products." The Administrator may establish a Low-noise-Emission Product Advisory Committee to assist him in determining which products qualify. Once an application for certification is received and the product is determined to be a low-noise-emission product, the Administrator must certify the product as such if he determines that the product is a suitable substitute for a type of product at that time in use by agencies of the Federal government. Various instructions as to when the Federal government is required to purchase such products and when the EPA is required to publish information about its determinations are given.</p>		

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17 X	RAILROAD NOISE EMISSION STANDARDS -	X	X	December 31, 1975. EPA published a final regulation for setting specific maximum in-use noise standards for locomotive and rail cars moving in commerce interstate.
	<p>Within 9 months after the date of enactment of this Act, EPA is required to publish proposed noise emission regulations for surface carriers engaged in interstate commerce by railroad. Such proposed regulations shall include noise emission standards setting such limits on noise emissions resulting from operation of the equipment and facilities of surface carriers engaged in interstate commerce by railroad which reflect the degree of noise reduction achievable through the application of the best available technology, taking into account the cost of compliance.</p> <p>Within 90 days after the publication of such regulations EPA is required to promulgate final regulations. The Department of Transportation is charged with the responsibility of assuring compliance with EPA's railroad noise emission regulations through their Federal Railroad Administration (FRA). State and local governments are prohibited from establishing operational noise emission limits different from applicable Federal standards, but the Administrator may allow a different standard if he determines in consultation with the Secretary of Transportation that local conditions necessitate such different regulations.</p>			<p>August 23, 1977. FRA compliance procedures for the December 31, 1975 EPA regulations were published.</p> <p>January 4, 1980. Final regulations were published for 4 major rail yard noise emission sources, i.e., switches locomotive, retarder operation, load cell test stand operation and car coupling activities (in compliance with a Court Order).</p>

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18	<p>MOTOR CARRIER NOISE EMISSION STANDARDS -</p> <p>Within 9 months after the date of enactment of the Act, EPA is required to publish proposed noise emission regulations for motor carriers engaged in interstate commerce. The proposed regulations shall include noise emission standards setting such limits on noise emissions resulting from operation of motor carriers engaged in interstate commerce which reflect the degree of noise reduction achievable through the application of the best available technology, taking into account the cost of compliance.</p> <p>Within 90 days after the publication of such regulations EPA is required to promulgate final regulations. The Department of Transportation is charged with the responsibility of assuring compliance with EPA's interstate motor carrier regulations through the Bureau of Motor Carrier Safety. State and local governments are prohibited from establishing operational noise emission limits different from applicable Federal standards, but the Administrator may allow a different standard if he determines in consultation with the Secretary of Transportation that local conditions necessitate such different regulations.</p>	X X	October 21, 1974. Final regulations setting specific maximum in-use noise standards applicable to vehicles operated by motor carriers engaged in interstate commerce were published.