

Eliminating or reducing the risk of harm from truck noise

Description

Noise from trucks is a common issue. Trucks generate noise when they access sites for deliveries and pick-ups and when they move around onsite.

The noise trucks produce comes from vehicle operations that include reversing beepers, tyre, engine and braking elements.

Braking trucks can also cause noise. This can happen when a truck with a diesel motor uses compression braking or if a truck develops aerodynamic noise, often heard as a “whistling”.

Diesel engines that power most trucks when idling or operating at low engine revolutions can generate low frequency noise and vibrations.

How to eliminate or reduce noise

Management and scheduling of truck movements will help to reduce the impact from truck noise.

The earlier you consider noise management in planning your activities or projects, the greater the opportunity to identify effective controls.

Implementing the control options on page 2 may help you eliminate or reduce offsite impacts from truck noise.



Figure 1. Truck loading bay.

More information

See our website: epa.vic.gov.au/for-business/find-a-topic/noise

Contact us:
1300 372 842 (1300 EPA VIC) or
contact@epa.vic.gov.au

The actions you take and the controls you decide to implement will support you to comply with your general environmental duty and other duties under the *Environment Protection Act 2017*.

Managing truck noise: guidance sheet

Planning and design controls:

- Locate site vehicle entrances away from sensitive areas, such as residences.
- If trucks are likely to arrive before site opening hours, nominate a truck waiting area away from residences.
- Designate a truck route to and from the site that avoids sensitive areas.
- Design internal road layout and traffic flow to avoid reversing.
- Locate loading docks or truck parking to take advantage of any shielding from buildings on the site.
- Fit internal loading docks where necessary with fast opening roller doors.
- Install solid noise barriers between truck activities and sensitive areas to reduce noise.

Operational controls:

- Wherever possible, plan for deliveries or collections to happen during day-time hours.
- Signpost site vehicle movement requirements and, where appropriate (e.g. larger sites), consider traffic controllers to direct traffic.
- Minimise diesel engine idling. While diesel motors may need to idle before use, manufacturers advise this can be limited to 3 to 5 minutes for modern engines.
- Modify activities to minimise the amount or duration of reversing required to perform a task, while not reducing safety. See the [Managing noise from reversing alarms](#) guidance sheet (publication 1890).
- Turn off engines when vehicles are stationary.
- Turn off stationary external motors such as refrigeration units.



Engaging an acoustic consultant

An acoustic consultant will typically be a person who is eligible for membership of the [Australian Acoustical Society](#). The business a consultant works for will typically be a member of the [Association of Australasian Acoustical Consultants](#).

See [Work with an environmental consultant](#) (EPA website) for general information about how to engage a consultant.



These controls are *examples or options only* of what you could put in place to eliminate or reduce the risk of harm to human health and the environment. You can implement other controls, so long as you can demonstrate you have eliminated or reduced the risk of harm as far as [reasonably practicable](#) (EPA website).

Disclaimer

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