

## Speech on 19 March 2019 for the 12<sup>th</sup> UIC Workshop on Railway Noise and Vibrations

Dear CEOs,

Dear Representatives of international institutions,

Dear colleagues and friends,

Good morning, Welcome, it is my honour to address you today.

It is a great pleasure for me to stand here today, as sustainability is a key issue for the sector & for UIC.

Allow me first to warmly thank the representatives from the European Commission and the World Health Organization's Noise Guideline Development Group for their continuous and effective involvement in UIC's international cooperation activities.

It is an opportunity for me to also thank more generally UIC's sustainable development unit which is holding this important conference of the international railway calendar. On behalf of UIC let me also express our very best thanks to our moderator Jakob Oertli. As I know that this noise issue is a central issue in Switzerland.

This is the 12<sup>th</sup> UIC Railway noise and Vibration conference. It has been two years since the last event hosted in Paris. It is important that we take time out from day to day operations and research to review progress and plan the steps ahead.

Many of the people in this room have been engaged in Railway Noise and Vibration topics for many years. Railways are the most environmentally-friendly and sustainable means of transportation, but noise and vibrations remain a point of concern and improvement. A lot of work has been done by your expertise to improve the credibility of railway.

Now, it is important to take a step back and acknowledge that real progress has been made over the past five years. Currently noise barriers and retrofitting cast-iron freight wagons with composite brake blocks are the two possibilities with the greatest noise reducing possibility. So now What's next? How much more noise mitigation do we need and how can we reduce the health impacts caused by noise and vibration exposures from railway?

Bearing in mind that rail freight transport is mostly cross border traffic, the revised TSI Noise is expected to provide a framework for quieter routes and silent wagons. While this is a significant step, not all noise issues will be solved. Now, urgent action is required for addressing the funding for the retrofitting of rail freight wagons with composite brake blocks. The sensitivity for these questions is increasing as will be explained by CER and the European Commission today.

UIC members are working for different noise mitigation possibilities for railways. A common noise and vibration indicator and a common assessment method for railway noise and vibration

are required. These need to be identified, analysed and established to achieve a high level of health and environmental protection against noise.

This workshop is an opportunity for experts from around the world to open a dialogue between UIC members, policy makers, academia and other railway stakeholders and to exchange best practices and stimulate partnerships and cooperation.

We won't be able to reach our mission for sustainable without your support and contributions.

I am delighted to welcome delegates at this event from across the breadth of the UIC family, academia and the other international railway stakeholders.

And remember: there is only one destination – a fully sustainable rail system contributing to a sustainable development of our planet.

Thank you for your kind attention and have a fruitful day.

François Davenne