



European Commission Rail noise – DG MOVE

12th UIC workshop on railway noise and vibrations
Nino Zambara, DG MOVE
Single European Rail Area



@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE



Presentation summary

- Introduction
- Revised TSI noise
- Evaluation of Implementing Regulation (EU) 2015/429, setting the modalities for NDTAC schemes
- CEF, ongoing call 2019
- Conclusion
- Q & A

Revised TSI noise (1/5)

- Commission Implementing Regulation amending Regulation (EU) No 1304/2014 as regards application of the technical specification for interoperability relating to the subsystem 'rolling stock — noise' to existing freight wagons
- Favourable opinion of the 31 January 2019 RISC (Rail Interoperability and Safety Committee)
- Linguistic revision of translations ongoing
- Publication in March
- Enters into force on the twentieth day following its publication
- Evaluation by 31 December 2028

Revised TSI noise (2/5)

- “Quieter routes” as of 8 December 2024
- Only “silent” wagons to be operated on quieter routes
- What is a quieter route?
 - Average number of daily operated freight trains during the night-time higher than 12
 - Part of the railway infrastructure of minimum 20 km
 - Average traffic in the years 2015, 2016 and 2017
 - Exceptional difference of $> \pm 25\%$: average can be calculated on the basis of the remaining two years

Revised TSI noise (3/5)

- Definition of quieter routes
 - By Member States
 - Using RINF (register of railway infrastructure)
 - To ERA, max 6 months after publication of the TSI noise
- Update of quieter routes
 - At least every 5 years after 8 December 2024
 - Three preceding years (>+-25% rule applies)
 - Once quiet stays quiet; unless drop >50% AND <12
 - New or upgraded lines: forecast to be used

Revised TSI noise (4/5)

- What is a “silent” wagon?

Definition is in Annex 7.2.2.2 of revised TSI noise:

- Wagon TSI noise compliant (Decision 2006/66/EC, Decision 2011/229/EU or Regulation 1304/2014) or
- Wagons fitted with quieter brake blocks (CBBs of “Appendix G” or “Appendix F”), disc brakes or certain types of historic CBBs “Appendix E”)
- There are many wagons exempted (see points 7.4 and point 7.2.2) granting both temporary and permanent exemptions.



Revised TSI noise (5/5)

- Nordic winter conditions
 - Reports of loss of performance of CBBs under specific winter conditions
 - Tests by sector ongoing
 - By 30 June 2020 Commission to issue a report
 - If performance issues are confirmed, and no appropriate operational and technical measures are available, Commission shall propose amendments to this TSI
 - Preserve cross border freight traffic with Nordic regions
 - End any exemption in 2028 at the latest



Evaluation of Implementing Regulation (EU) 2015/429

setting out the modalities to be followed for the application of the charging for the cost of noise effects

Implementing Regulation (EU) 2015/429

- Modalities of NDTAC schemes when Member States decide to apply such a scheme
- NDTAC schemes to be implemented and managed by infrastructure managers
- Bonus for retrofitted wagons (min level defined). Options:
 - Bonus for silent trains
 - Bonus for very quiet wagons and locomotives
 - Malus for noisy trains
- Reporting obligation
- Art 3(2): *"The scheme shall apply until 31 December 2021"*



Legal basis for the evaluation

Art 10, Implementing Regulation (EU) 2015/429:

Review

1. By 31 December 2018, the Commission shall evaluate the implementation of the schemes, in particular regarding the progress of retrofitting of wagons and the balance between bonus deducted and malus already paid. In addition, the Commission shall evaluate the impact of the schemes put in place according to this Regulation on the overall competitiveness of the freight railway sector and the passing on of the incentives induced through the scheme from railway undertakings to wagon keepers.

2. Taking into account the results of the evaluation, the Commission may if necessary, amend this Regulation in particular in relation to the minimum level of bonus.





NDTAC schemes, state of play

- Four schemes operational in Europe:
 - Switzerland since January 2002
 - Germany since December 2012
 - The Netherlands since December 2013
 - Austria since December 2017
- Commission has approved an Italian state aid scheme supporting the reduction of noise pollution caused by railway freight wagons



Envisaged evaluation steps

- Open Public Consultation: first half of 2018
- Targeted stakeholder consultation: open till 8/3/2019
- Interviews, data collection & analysis: Q1 + Q2 2019 by external consultant
- July 2019: end of support study
- Further processing by DG MOVE
- Internalisation of external costs study (appr. May)



Share your views

- Link to survey (railway undertakings and wagon keepers only), open till 3 May:

<http://sgiz.eu/s3/NDTACeval>

- Other stakeholders who wish to participate:

NDTAC_Eval@ricardo.com



Ongoing CEF call 2019

- Call is open until 24 April
- Budget: EUR 35 Million
- Threshold per application: 2000 wagons
 - Joint proposals are possible
 - To reach threshold: speak to associations, speak to other railway undertakings and wagon keepers
- <https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/2019-cef-transport-call-proposals-reduction-rail-freight-noise>
- “CEF” + “open CEF calls” + “rail freight noise”



Concluding

- Noise is the main externality of rail
- European framework agreed (TSI noise)
- Link with Environmental Noise Directive
- Technical specifications available
- Funding available (national schemes, CEF, NDTAC schemes)



THANK YOU FOR YOUR ATTENTION

QUESTIONS?