TSI Noise adopted, what’s next?

UIC Noise Workshop
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Tackling noise at the source

- The technical solution to mitigate rail freight noise was always relatively simple but remains costly.
- Finally, on 31 January the TSI Noise received a favourable opinion at RISC.

- One important backstop clause is introduced to address the Nordic winter conditions.
- Closure is also needed for the noise performance of new composite brake blocks.
- Funding urgently needs to match the policy requirements imposed by TSI Noise.
We have a harmonised European approach

but...

- **Noise mitigation remains a local issue**
  - Networks will gradually be “quieter” December 2024-December 2036

- **National law remain a worry in Europe**
  - Doubts on the free movement of goods in the EU until 2024
Funding, so far, falls short of the policy requirements

- One-off retrofitting costs per wagon:
  - Standard wagons: €2,000
  - Special wagons: +€3,000 additional costs +€10,000 wheelset replacement

- Reoccurring operational costs:
  - +16% for operating retrofitted wagons

- Roughly €700 million budget estimated to retrofit the EU fleet
Existing funding tools

- EU budget covers 20% of eligible costs:
  - €35 million is allocated under the 3rd CEF call

- Only two Member State grant state aids:
  - €150 million is available to retrofit in Germany
  - €20 million is recently put in place in Italy

- Retrofitted wagons benefit from bonuses set by the noise-differentiated track access schemes:
  - Switzerland
  - Germany
  - Netherlands
  - Austria

Sector gets a tiny fraction of the money it needs to retrofit
Competitiveness of the sector is at stake

- **Rail vs Road:**
  - Similar measures are not applied to trucks
  - Reverse modal shift is a direct consequence; bad for climate and also for noise

- **Between rail operators:**
  - Member State funding + NDTAC
  - Some wagons are more costly to retrofit
Missed opportunity: intelligent distribution of funds

If the EU allocated enough budget to retrofit wagons ten years ago, rail freight noise would already be mitigated and savings were achieved due to less investments on infrastructure.

Source: “Railway Noise in Europe. A 2010 report in the state of the art” UIC, 2010
Nordic winter conditions and beyond

- By June 2020 the EC should report on operations with retrofitted wagons in Nordic winter conditions.
- Safety is a no compromise and the sector is ready to work together to address this issue.
- ERA Joint Network Secretariat should play a role.
- Could winter conditions be encountered elsewhere in Europe?
- Wagon owners need to anticipate the 2020-2024 period for planning their retrofitting investments.
Better funding, better policies - CER Policy priorities 2019-2024

- CER Policy Priorities 2019-2024 and the Rail Freight Forward initiative “30 by 2030” support further growth of rail freight market in the EU
- New CEF Regulation is agreed: actions to reduce rail freight noise are included, however, details are to be seen (budget & co-funding rate)
- Future of the NDTAC Regulation will be debated following its evaluation in 2019
- Policy makers should ensure a level playing field
- Rail in principle internalises its noise costs to the society (via infrastructure charging)
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