



EC-activities and strategy to reduce rail freight noise

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Why is the problem of rail noise important?

- **WHO:** noise - second source of **premature deaths** in the EU
- **EEA: 19 million** people affected by rail noise
- **Eurobarometer:** some 30 % of the population disturbed by traffic noise (of these 13% by rail noise)
- **Growing public opposition** against this nuisance versus projected increase in rail freight **by 50% by 2030**
- The **EC is aware** of the importance of the rail noise and takes it very seriously

Key issues

- The **most important source of rail noise**: freight wagons not in line with TSI-Noise limits
- Main source of noise: **interaction between wheels and rails**
- **Renewal is slow** (lifespan of wagons 40 years and more)
- Retrofitting **is the most efficient way to reduce noise** (up to 10 dB = ½ less in terms of human perception)
- Risk of **unilateral national measures** (speed/night restrictions) leading to barriers to railway interoperability and internal market
- **50%** of rail freight transport **is international**
- **Piecemeal approach** creates a risk of a modal shift from rail to road – against this background **CSWD** was adopted





What has been done so far at EU level?

- Environmental Noise Directive 2002/49/EC (**END**)
- Regulation (EU) 2015/429 setting out the modalities for charging for the noise effects (**NDTAC**)
- Regulation 1316/2013 on the Connecting Europe Facility (**CEF**)
- Regulation (EU) No 1304/2014 on Technical Specification for Interoperability on Noise (**TSI Noise**)



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NDTAC (1)

- Commission Implementing Regulation (EU) 2015/429 sets out the modalities for charging for the noise effects (**NDTAC**)
- Main elements:
 - **Voluntary** introduction of NDTAC
 - If introduced, **bonus** as a mandatory element with a minimum harmonised value
 - Non-mandatory **malus** that cannot exceed the bonus
- Existing schemes in: AT, DE and NL (CH)



NDTAC (2)

- According to Article 10 of Regulation (EU) 2015/429 the Commission should evaluate the implementation of the NDTAC schemes by 31 December 2018
- The roadmap of the envisaged evaluation was published on 27 October 2017
- The consultation will include among others the following activities:
 - open public consultation
 - call for written contributions
 - tailored questionnaires
 - interviews
 - expert group
 - final workshop



NDTAC (3)

Feedback of on several NDTAC related issues, including:

- the impact of the schemes on the competitiveness of the freight sector and the passing on of the incentives
- the contribution of the schemes to the reduction in rail freight noise
- the cumulative level of bonuses received from different schemes
- the balance between bonus deducted and malus already paid
- the progress of retrofitting of wagons
- the incentive effect of the existing schemes and factors determining the decision to retrofit
- the factors which hinder the application of the Regulation and potential solutions





CEF

- Regulation 1316/2013 on the Connecting Europe Facility (**CEF**) allows co-funding of retrofitting costs of existing freight wagons:
 - "Actions to **reduce rail freight noise**, including by retrofitting existing rolling stock" (Article 7)
 - **20%** of eligible costs related to retrofitting freight wagons with composite blocks
 - First call in 2014 (limited interested)
 - Second call in 2016 (huge interest, some 120 000 wagons to be supported)
 - Third call ?



TSI Noise (1)

- Under the railway interoperability directive, a Technical Specification for Interoperability on Noise (**TSI Noise**) was adopted in 2005
- Amended several times afterwards - current version – Regulation 1304/2014
- It sets out specific **noise limit values applicable to rolling stock introduced after the entry into force** of the TSI Noise

TSI Noise (2)

- Following the CSWD the Commission issued a mandate to ERA:
 - ERA Task Force (5 meetings in 2016 and 2017)
 - ERA ad hoc meetings (2 meetings in 2017)
- Directive (EU) 2016/797 (Interoperability Directive)
- Delegated Decision (EU) 2017/1474 (entry into force on 4 September 2017)
- Request from the European Commission to ERA:
 - ERA Working parties (2 meetings so far)

TSI Noise (3)

- ERA Task Force and ad hoc meetings
 - Compliance with TSI Noise
 - Wagons targeted/opt-outs
 - Deadlines
 - Roles and responsibilities of the actors
 - Technical solutions
 - Strategies

TSI Noise (4)

Implementation strategies

- "International/national" approach (two stages)
 - An "international wagon" can be defined in accordance with its **authorisation background** or its use
 - A first deadline applied to **international wagons**, and a second, less stringent, to the **national ones**

Several concerns voiced by MS and stakeholders

- "Quieter routes" approach



TSI Noise (5)

- "Quieter route" is a part of a network where only **wagons complying with TSI Noise pass-by limit values** would be permitted to circulate
- TSI Noise to be revised with a view to adding a **new parameter**, which would qualify each route as either "quieter" or "regular"
- **No discretion** for Member States to either upgrade routes from "regular" to "quieter" or downgrade them from "quieter" to "regular"
- The new parameter should be calculated taking into account a number of **objective criteria**



TSI Noise (6)

- Envisaged timeline:
 - 3 Working party meetings: Q4 2017 (including kick-off)
 - Public consultations: Q1 2018
 - Agency recommendation sent to the Commission: Q2 2018
 - Vote in the RISC: Q3 2018



Thank you for your attention



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