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)
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:

  o “Actions to reduce rail freight noise, including by retrofitting existing rolling stock” (Article 7)

  o 20% of eligible costs related to retrofitting freight wagons with composite blocks

  o First call in 2014 (limited interested)

  o Second call in 2016 (huge interest, some 120,000 wagons to be supported)

  o Third call?
• 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
  o Compliance with TSI Noise
  o Wagons targeted/opt-outs
  o Deadlines
  o Roles and responsibilities of the actors
  o Technical solutions
  o Strategies
Mobility and Transport

TSI Noise (4)

Implementation strategies

• "International/national" approach (two stages)
  
  o An "international wagon" can be defined in accordance with its authorisation background or its use
  
  o 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