

11th UIC Railway Noise Workshop

NOI TSI Revision

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- [Directive \(EU\) 2016/797](#) (*Interoperability Directive*):
 - ‘**technical specification for interoperability**’ (TSI) means a specification adopted in accordance with this Directive by which each subsystem or part of a subsystem is covered in order to meet the essential requirements and ensure the interoperability of the Union rail system

- [NOI TSI](#):
 - Commission Regulation (EU) No **1304/2014** of 26 November 2014 on the technical specification for interoperability relating to the subsystem ‘rolling stock — noise’ amending Decision 2008/232/EC and repealing Decision 2011/229/EU

Legal basis for the revision



Interoperability
Directive (EU) 2016/797

Article 4 sets out the general content and some **general objectives** of the TSIs

Delegated Decision (EU)
2017/1474

Sets out the **specific objectives** applicable to all TSIs and to specific TSIs

Commission's request

Request to the Agency for TSI **recommendations** including **planning** (based on Delegated Decision (EU) 2017/1474)

Agency Regulation (EU) 2016/796 Article 4 – Agency’s Acts

- Address recommendations
- Issue opinions
Issue decisions
- Issue technical documents
- Issue audit reports
- Issue guidelines

TSI recommendation is accompanied by:

- The **TSI** itself
- The **Impact assessment** report
- The **Accompanying report**

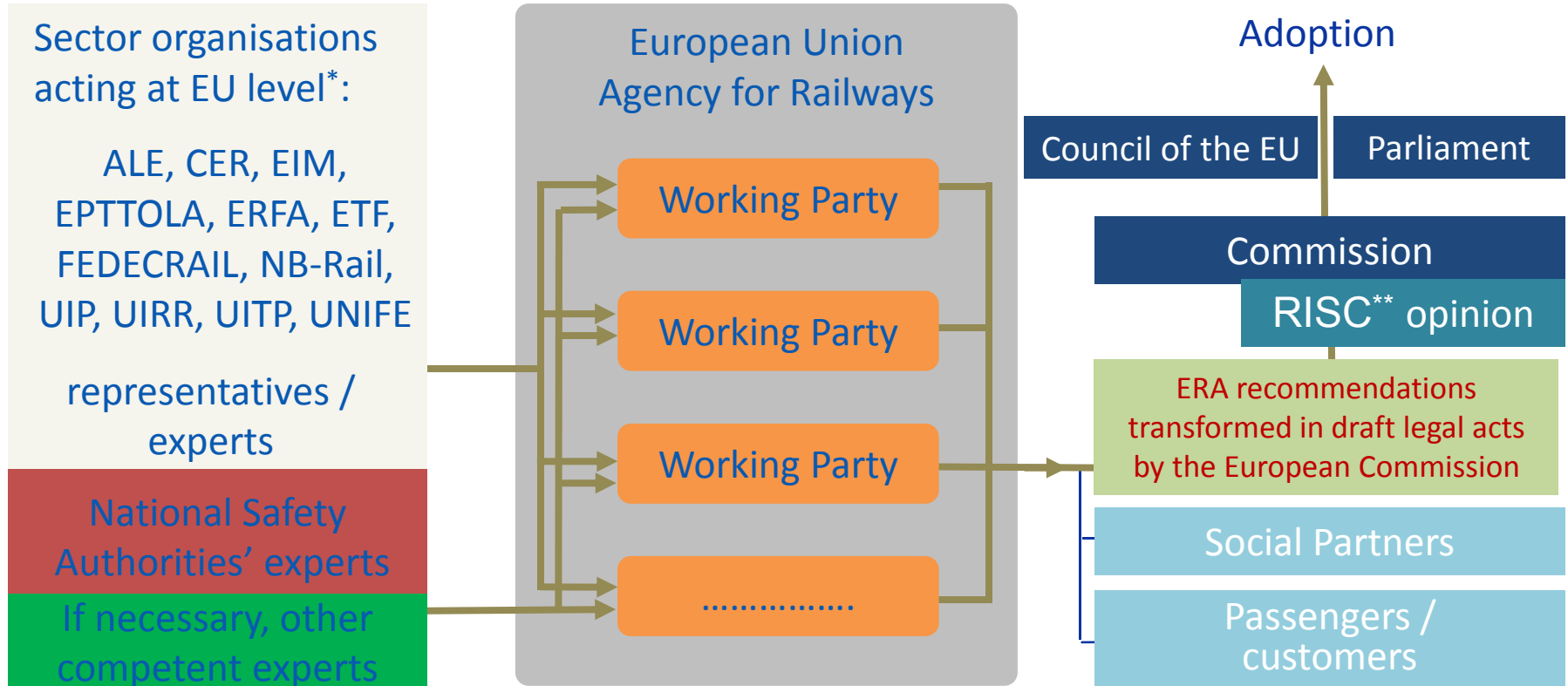
The **application guide** is not part of the recommendation process and could be developed at a later stage

What is a recommendation?

Recommendation is a non-binding act without legal force but negotiated and voted on in accordance with an appropriate procedure.

A recommendation is addressed to the Commission

Recommendation process



* The list of these representative bodies is established and amended by the RISC Committee

** Railway Interoperability and Safety Committee (Member States)

- Legal basis (1/2)
 - [Delegated Decision \(EU\) 2017/1474:](#)
 - Article 6(1): *Regulation (EU) No 1304/2014 ('NOI TSI') shall include provisions to effectively address rail freight noise by retrofitting of existing freight wagons with composite brake blocks, or via other appropriate solutions.*
 - Article 6(2): *A procedure aimed at testing the acoustic performance of composite brake blocks shall be included in the NOI TSI. The use of composite brake blocks mentioned in Appendix G to Regulation (EU) No 321/2013 shall be allowed. Where necessary, additional testing may be required through either trackside monitoring or acoustic testing of composite brake blocks on a bench test.*

- Legal basis (2/2)
 - Request from the European Commission to the European Union Agency for Railways:
 - *ERA to propose a clause or clauses specifying the application of the TSI NOI to the existing freight wagons following the 'quieter routes' implementation strategy*
Deadline: April 2018
 - *Integration of additional chapters as required in Article 4 of Directive (EU) 2016/797*
Deadline: December 2018
 - *Include a procedure aimed at testing the acoustic performance of composite brake blocks + others*
Deadline: December 2019

- Organisation
 - Work package 1: Project management
 - Work package 2: Application to existing wagons
 - Work package 3: Alignment with the 4th railway package
 - Work package 4: Technical issues
 - Work package 5: Impact assessment for work package 2
 - Work package 6: Impact assessment for work package 3
 - Work package 7: Impact assessment for work package 4

- Planning of meetings of the working party
 - For work packages 2 (and 5):
 - *18/10/2017 - Kick-off meeting*
 - *09/11/2017 - WP meeting N°2*
 - *06/12/2017 - WP meeting N°3*
 - *23/01/2018 - WP meeting N°4*
 - For work packages 3 (and 6) and 4 (and 7):
 - *TBD*

Preliminary outcomes of the working party - Principle

- Concept of the quieter routes
 - A ‘quieter route’ is a part of the railway network where only wagons complying with NOI TSI can be operated

 - Methodology to determine a quieter route:
 - *Quieter route is determined by the real number of freight trains during night compared with a number of conventional trains*
 - Real number of freight trains $>$ number of conventional trains \rightarrow route is quieter
 - Real number of freight trains \leq number of conventional trains \rightarrow route is not quieter

 - *A conventional train is characterised by:*
 - Fixed pass-by noise level
 - Fixed speed
 - Fixed length
 - Impact on persons living alongside a railway line (in NUTS 3 regions; either 25 m for population density greater than 20 persons/km² or 75 m for population density lower than or equal to 20 persons/km²)

Preliminary outcomes of the working party

- NUTS 3 regions
 - Brown: Population density greater than 20 persons/km²
 - Grey: Population density lower than or equal to 20 persons/km²



- Chapter 7 ‘Implementation’
 - 7.2.2 Additional provisions for the application of this TSI to existing wagons

From 1 January 20xx, wagons which do not fulfil the conditions set out in point 7.2.2.2 of this TSI shall not be operated on the quieter routes as defined in Appendix D. This provision does not apply to wagons listed in Appendix E.
 - 7.2.2.2 Wagons operated on the quieter routes

Wagons belonging to one of the categories below:

 - *NOI TSI:2006 compliant wagons*
 - *NOI TSI:2011 compliant wagons*
 - *NOI TSI:2014 compliant wagons*
 - *Wagons fitted with quieter brake blocks - LL, K, disc brakes*
 - *Wagons fitted with historic composite brake blocks (listed in a new appendix)*

- Appendix D 'Quieter routes'

A 'quieter route' is a part of the network of a minimum length of 10 km in the geographical scope of this TSI, on which the annual average daily operated freight trains in 2016 during night time was:

- *equal to or higher than 38, for routes in NUTS3 regions with a population density equal to or lower than 20 persons/km² and*
- *equal to or higher than 12, for all other routes.*

Night time is defined in the Environmental Noise Directive.

Preliminary outcomes of the working party - Implementation (3/3)

- Appendix E ‘Wagons exempted’

Wagons which are exclusively operated for infrastructure maintenance and construction works.

...

- Chapter 7 ‘Implementation’

- 7.3 Specific cases

Note: To be updated with the specific cases resulting from the application of this TSI to the existing wagons. Specific cases can be granted for the Member States in the following cases:

- ***Wagons for which there is no industrially available technical solution for retrofitting with LL composite brake blocks (e.g. wagons with small wheels, wagons with 1Bg or 1Bgu cast-iron brake blocks configuration).***
- ***Wagons for which there is suitable technical solution for retrofitting with LL composite brake blocks but which is more complex than the 1:1 replacement of cast iron brake blocks (e.g. wagons fitted with tyred wheels, wagons that need to be equipped with wheels complying with EN 13979-1 and a kink valve, S wagons with ‘SS-brake’)***



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