

Rail sector's view on the Noise TSI revision

11th UIC Railway Noise Workshop

Brussels, 14 November 2017

Libor Lochman, Executive Director



Noise mitigation remains a top sector priority

- Noise is the main remaining environmental challenge for the sector
- The sector strategy is developed to achieve quieter freight transport
- CER is actively contributing to the work conducted by the ERA

So many open points remain on the table

- No clarity on the procedure to implement the chosen strategy
- The challenge of political communication of quieter routes
- Lack of comprehensive impact assessment
- Specific cases such as the Nordic winter conditions
- Low level of available financing

Only a balanced approach will work out

Ideal noise mitigation policy

Simple

- Administrative and operational costs to be minimum
- Easy for RUs and IMs

Pragmatic

- EU solution to avoid any national ban
- Maintain the authorisation of wagons

Progressive

- Step-by-step migration towards a quieter wagon fleet
- Increasing ambition

Do not forget the **Environmental Noise Directive**:

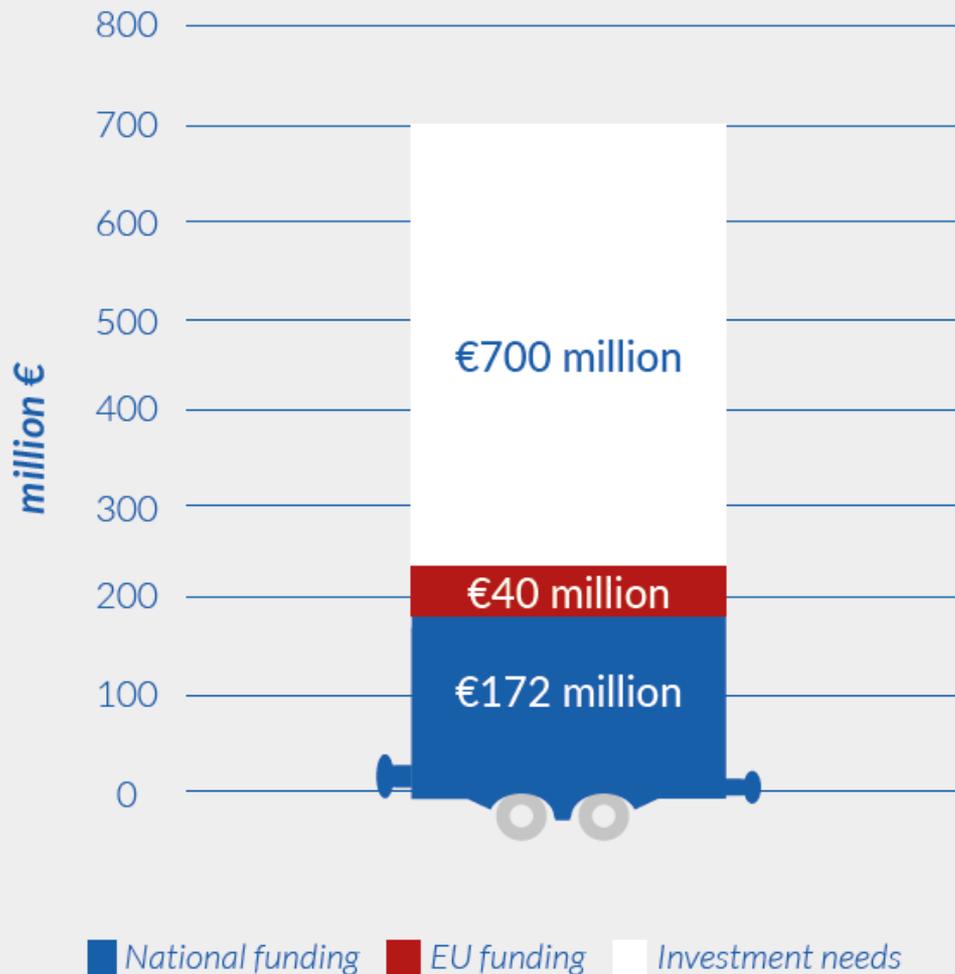
- Costs should be internalised (the polluter pays principle), also ensuring a level playing field;
- Public funding needed: funding to cover the full life cycle costs to combat rail freight noise remains crucial

Call for a wider mandate: 3 areas for further reflection

- Granting flexibility and tackling noise issue where it is the most accurate
- Assessment of the pros & cons of both the original (vehicle-based) approach and the quieter routes approach
- An impact on the intermodal competitiveness of rail freight to stay in the centre of the considerations

- CEF 2016 call was a real success
- 3rd call should be launched ASAP
- Sector demands a higher co-funding rate and more budget in the CEF2
- Member states should provide additional non-discriminatory funding
- NDTAC system should be extended to compensate higher operating costs

Urgently match the funding with costs



The **EU support** for encouraging the retrofitting of wagons is **limited** as it covers only up to 20% of eligible costs.

Policy requests from CER

- Implement an EU-wide solution with a flexibility for the member states
- Avoid any operational impacts (e.g. speed restrictions, night bans)
- Provide public funding consistent with the policy goals
- Proceed with internalising noise costs for all modes (polluter-pays)

For further information:

Dr Libor Lochman

Executive Director

Tel: +32 (0)2 213 08 71

E-mail: libor.lochman@cer.be

For regular updates on CER activities,
visit our website: www.cer.be
or follow  [@CER_railways](https://twitter.com/CER_railways)