

CER rail freight noise strategy

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Noise is a side effect of major transport modes

Freight noise is linked to transport growth

Difference in perception of annoyance depending on transport mode

15% of the Europeans say that they are worried about noise

Mobilisation of citizens is very easy

Public concern is shared by the sector



New wagons conform to TSI

Target oriented retrofitting

Scrapping of very old wagons

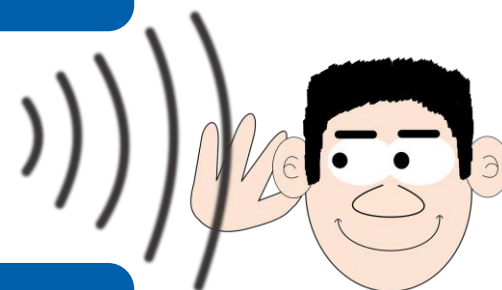
10% of Europe's 400,000 wagon fleet is already silent

Legal basis for noise

EU level

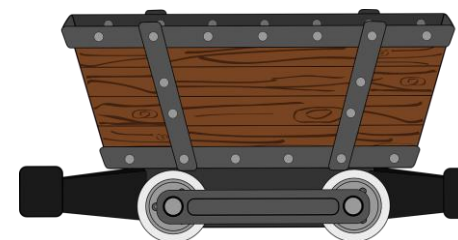
Measures at reception

- Environmental Noise Directive
 - Directive 2002/49/EC
 - REFIT in 2016



Measures at source

- TSI Noise 1304/2014
- Noise charges Regulation 429/2015
- Co-funding with CEF Regulation 1316/2013



National actions

Ban on noisy wagons

- Swiss ban from 2020 (+2 years)
- Germany?

Operational measures

- Night bans
- Speed restrictions
- Rerouting of trains

NDTAC

- High charges for noisy wagons

The Telegraph

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Swiss court bans cowbells because they 'keep neighbours up at night'

Zurich court decides that even the sound of cowbells cannot be allowed to disturb a Swiss citizen's right to a perfect night's sleep

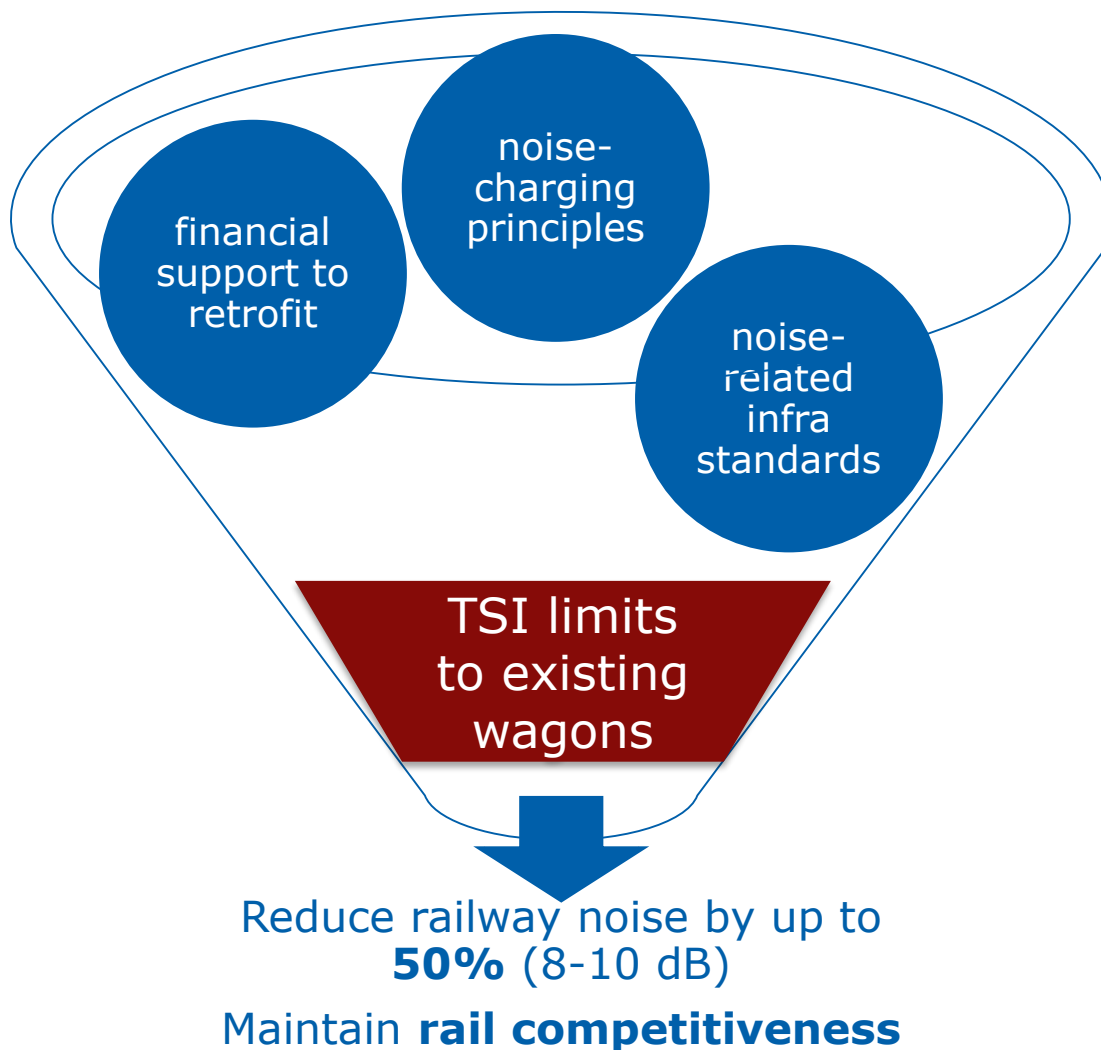
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Even the sound of cowbells cannot be allowed to disturb a Swiss citizen's right to a perfect night's sleep, the court decided Photo: Rex

Staff Working Document

Rail freight noise reduction





CER RAIL FREIGHT NOISE STRATEGY

Rail sector decided to have a forward looking strategy addressing the noise issue

CER General Assembly approved the strategy on 17 February

 www.cer.be/publications/latest-publications/cer-rail-freight-noise-strategy

Noise mitigation measures



At source

- TSI Noise
- Retrofitting
- Infrastructure

Cost-effective

At reception

- Noise walls
- Noise berms

Replacement of
noise barriers

Near the receiver

- Insulated windows
- Ventilation systems

Urban planning

The economics of noise reduction

- Life cycle costs of retrofitting
 - Brake blocks + workshop costs
 - Operational costs
 - Cost increase ranges from 2-16%
- Internalisation of external costs
 - All modes
 - Polluter-pays

Strategic framework for rail noise mitigation

Retrofitting of existing freight wagons

- Financial, technical and administrative concerns!

Construction of noise barriers

- Cost-benefit criteria to be applied to this complementary measure

Further measures in certain hot spots

- Measures on the infrastructure to be tested if they fulfil satisfactory cost-benefit criteria

CER acknowledges that rail freight noise is an important issue

Although noise is a local externality, rail freight noise is a **European issue**, requiring European-wide solutions

EU policy makers should ensure that measures leading to less rail freight noise do not have a negative impact on the rail freight competitiveness

Reverse modal shift



As long as noise is not subject to the **polluter-pays** principle across both road and rail in a balanced way, any measure to reduce railway noise emissions should be accompanied by **public financial** support

Messages for the policy makers

Financing

- Consistency in providing financial sources with the policy measures
- At least make full use of the capped 1% CEF transport budget
- Flexible approach in extending the CEF cost coverage

Messages for the policy makers

TSI limits to all wagons

- Can keepers retrofit their wagons in line with their usual workshop visits frequency?
- Can manufacturers supply enough new wagons on time?
- What about LL blocks?
Only 2 suppliers and 2 products

For further information:

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Dose response relations for road and rail

