besser leiser unterwegs
Interaction of Residents with Railway Stakeholders

Address of Dr. Peter Ettler, Lawyer, President of NOISE LEAGUE SWITZERLAND, Zurich

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Who we are

• NOISE LEAGUE SWITZERLAND founded in 1956
• Participated in promoting the Environmental Protection Act, EPA (1985)
• About 2000: Improvements on traffic facilities delayed / Switzerland noisier than in the 1960
• Revival of NOISE LEAGUE SWITZERLAND
• Intervention for Noise Improvement Act for Railways (2000)
Who are our political opponents?

Federal Office of Transport FOT
Federal Government / Parliament
SBB / Private Railways
Political and Railway Authorities in the Corridor Rotterdam - Genova
What Switzerland achieved in the last 15 years in railway noise abatement

Total Costs (End 2014) in Mio CHF: Walls: 854  Windows: 97
Improvements 2nd step (since 2004, SBB, and 2009, others): hushed freight wagons

- Change from cast iron to K-blocks
- Costs (End 2014) in Mio CHF: 184
- Improved: >100% of Swiss wagons
**Improvements 3\textsuperscript{rd} step (2015-2025):**

- Limitation of emissions for *all* freight wagons
- Noise reduction on rails
- Investment grants for super hushed freight wagons

LEILA bogie
What are the lessons, we learnt?

• *Political Lobbying is effective when timing is ok*  
  Noise Improvement Act for Railways of 2000 was passed thanks to obvious non compliance

• «Classical» noise abatement by walls and sound abating windows extremely expensive and not effective

• Noise abatement at the source, at wagons and locomotives cheaper and most effective

• Noise exposure of residents is likely to increase again
What are the lessons, we want to learn?

- Long time exposure to excessive traffic noise is dangerous for health.
- High peak levels in night time cause arousels and are dangerous for health.
- Further hushing of railways is a human rights matter (still 38% of residents near railways or 140’000 persons unprotected in Switzerland).
What we are doing to learn these lessons

- Political lobbying; lobbying in administration
- Supporting and promoting leading law cases about noise
- Provide politics and media with results of such law cases
- Establishing respectful and faithful relations with our opponents
What can authorities and industry do to cope with those lessons?

• Internalizing noise costs by implementing a real bonus malus system for freight trains and locomotives

• Bogies for super hushed freight wagons open new possibilities for accelerated freight traffic (win / win), if corresponding slots are offered

• Legal certainty demands enough time for changes

• Strengthen research on interaction between rail and bogies
Summary

• The problem of excessive railway-noise is not solved.
• Noise abating at the sources (bogies and rail) is unsufficient and partly not existing.
• Railway-noise in today’s amount is dangerous for health.
• The problem is international.
And now?

Do you have any questions?

…and don’t forget to join the hush-the-railways-lobby … and to sponsor us, because trains deserve a big future!

Thank you for your attention!