



Lärmliiga Schweiz

besser leiser unterwegs

Interaction of Residents with Railway Stakeholders

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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)

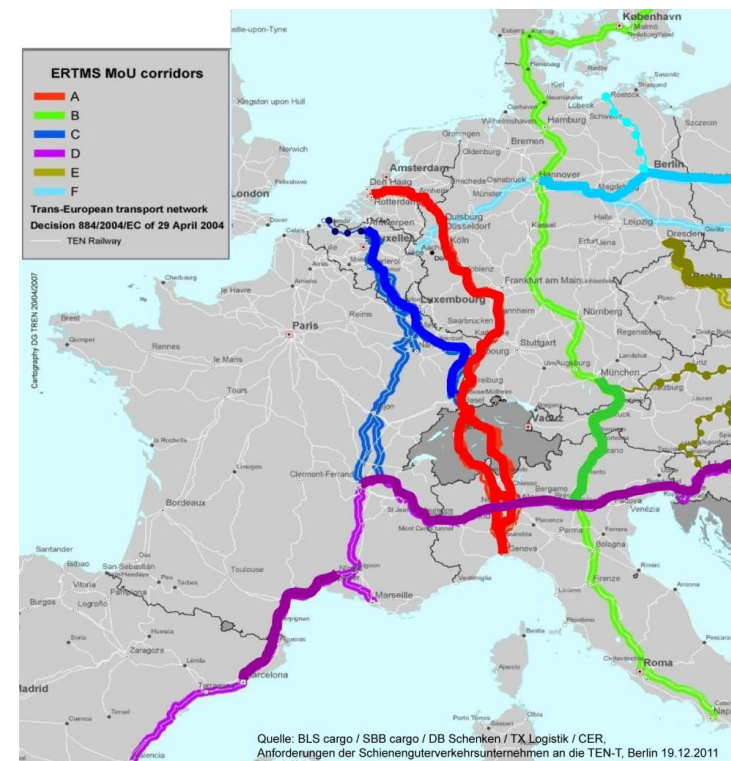
Who are our political opponents?

Federal Office of Transport FOT

Federal Government / Parliament

SBB / Private Railways

Political and Railway Authorities in
the Corridor Rotterdam - Genova

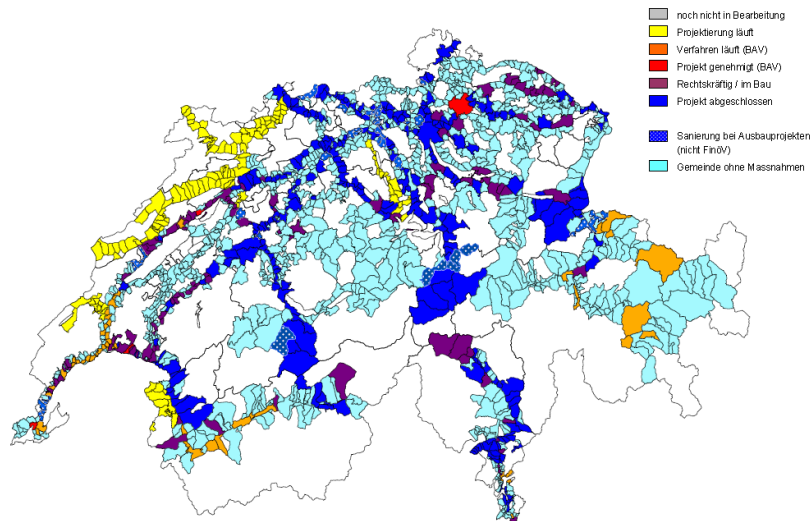




***What Switzerland achieved
in the last 15 years in
railway noise abatement***

Improvements 1st step (2001-2015): noise walls and sound abating windows

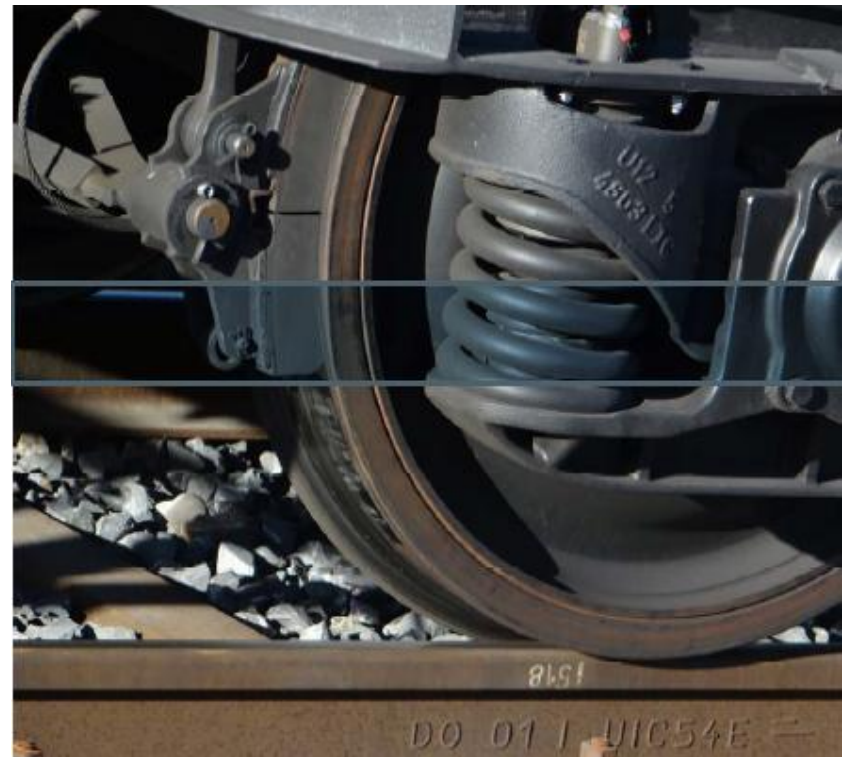
STAND BAULICHE LÄRMSANIERUNG PER 31.12.2012



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 3rd 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 insufficient 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!