



Developments in EU Rail Noise Policy

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Objectives of European rail noise policy

- *Noise reduction without jeopardising the competitiveness of rail transport*

=> Reduction of number of people regularly affected by rail noise by means of abatement measures with the highest cost-effectiveness ratio and health benefits



Legislative measures for rail noise abatement



- *Measures at the source:*

- Technical Specification for Interoperability for Rolling Stock (high speed rail): adopted 2002
- Technical Specification for Interoperability for Noise (conventional rail): adopted 2005, revised 2011

- Assessment and management of environmental noise:

- Directive 2002/49/EC (Environmental Noise Directive)



Communication on rail noise abatement: Retrofitting of freight wagons

- *Adopted by the Commission in July 2008 as part of the 'Greening Transport' package, accompanied by Impact assessment carried out by Commission based on external study (PwC)*
- *Noise differentiated track access charges (NDTAC) identified as the most effective tool to reduce rail noise at the source*
- *Several policy initiatives announced, including a mandatory introduction of NDTAC*

Recast of the first railway package (1)

- *Directive 2012/34/EU establishing a single European railway area (recast) was adopted on 21 November 2012 and entered into force a day after.*
- *Noise provisions – Article 31(5):*
 - non-mandatory NDTAC
 - COM must adopt implementing measures setting out the modalities to be followed for the application of the charging for the cost of noise effects (examination procedure) "based on the experience gained by infrastructure managers, railway undertakings, regulatory bodies and competent authorities, and recognising existing schemes on noise differentiation"

Recast of the first railway package (2)

- *Noise provisions – Article 31(5) (cont.):*
 - Those implementing acts shall not result in an undue distortion of competition between railway undertakings and affect the overall competitiveness of the rail sector
 - modification of charges to take account of the cost of noise effects shall support the retrofitting of wagons with the most economically viable low-noise braking technology available.



Recast of the first railway package – next steps

- The COM will in 2013 re-activate the Noise Expert Group which would assist the COM in the preparation of the implementing act(s) related to NDTAC as provided in the recast
- 1-2 meetings possible in 2013 and 2 in 2014
- The COM will seek to adopt this implementing act by 2015

Connecting Europe Facility

- *Commission adopted on 19 October 2011 a proposal for a Regulation of the EP and Council establishing the Connecting Europe Facility (COM (2011)665/3)*
 - **Possibility to co-fund retrofitting of freight wagons by the EU:**
 - “Actions to reduce rail freight noise by retrofitting of existing rolling stock” among the eligible actions that can receive EU aid in a form of grants (Article 7)
 - Member States, international organisations, public or private undertakings can submit proposals (Article 9)
 - EU financial aid for actions to reduce rail freight noise by retrofitting set at max 20% of eligible costs (Article 10)
 - **Status currently: initial 31,7 billion € for transport projects reduced now down to €23 billion; cap 1% on noise actions**

Study on "Effective reduction of noise generated by railway freight wagons in use in the European Union" (1)

Commission will seek to address the following problems:

- Freight wagons not conforming with TSI-Noise limits are the most important source of rail noise
- Existing measures are not sufficient to quickly reduce the level of rail noise
- Risk of unilateral measures leading to barriers to railway interoperability and internal market
- Different regimes in place lead to legal uncertainty and over-utilisation of old rolling stock
- ***Objective: to effectively reduce, by 2020, the level of noise of freight wagons in the European Union, while maintaining the competitiveness of rail sector vis-à-vis other modes***

Study on freight noise reduction (2)

• *Specific objectives:*

- Avoid disruptions in the process of completing the Single European Railway Area by ensuring a common EU approach in tackling rail noise;
- Increase quality of life and wellbeing (avoid possible negative health complications) for citizens living close to railway lines;
- Support economic growth by building greater acceptance by citizens of further development of rail transport (especially freight), including construction of new railway lines and increasing the capacity of existing ones;
- Introduce more clarity of regulatory environment for the providers of railway services as regard the environmental requirements;
- Prevent over-utilisation of noisy old rolling stock.

Study on freight noise reduction (3)

● *Initial options considered:*

1. Status quo (baseline scenario)
 2. Increased financial support for retrofitting of existing wagons with low-noise brake blocks ["incentives approach"]
 3. Noise-differentiated track access charges ["NDTAC approach"]
 4. Mandatory application of TSI-Noise limits to all existing railway wagons ["TSI Noise approach"]
 5. Introduction of a noise limit along the TEN-T railway Network ["TEN-T approach"]
 6. Introduction of noise limits in relation to density of population ["Density approach"]
- [Additional option: 7. Introduction of a general maximum transport-related cumulative noise exposure ["environmental health approach"]]

Study on freight noise reduction (4)

- ***Indicative planning:***

- duration of the study –June 2013 –February 2014
- it includes stakeholder consultation:
 - Public (via questionnaire on Your Voice in Europe webpage)
 - Targeted (key stakeholders to be approached individually)
 - Stakeholder seminar possible in September

Technical aspects

- EU-approval of LL-blocks is finally there (technical document published by ERA, after technical tests by UIC and operators (EuropeTrain project))
- Success of a large-scale retrofitting depends on availability on the market of suitable composite brake blocks



Other developments – ERA work

- ***TSI Noise revision:***
 - Work on full revision started in second half 2011
 - ERA recommendation planned for 2013/2014
 - Slight reduction of noise of new vehicles is on the agenda
- ***Irrespective of this process, the Agency has established a brake blocks Working Party to:***
 - work out the specifications covering brake blocks (all types, all materials) and the assessment method associated to the approval of composite brake blocks
 - this would feed into a revised TSI WAG, closing the open point on brake blocks and allowing to quicker develop and authorise new products



Thank you for your attention!

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***Further information on EU rail policy:
http://ec.europa.eu/transport/rail/index_en.htm***