

# **TSI Noise adopted, what's next?**

UIC Noise Workshop

Paris, 19 March 2019

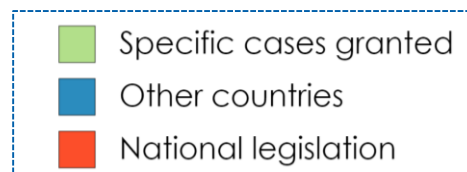
Ethem Pekin, Senior Environmental Economist



# Tackling noise at the source

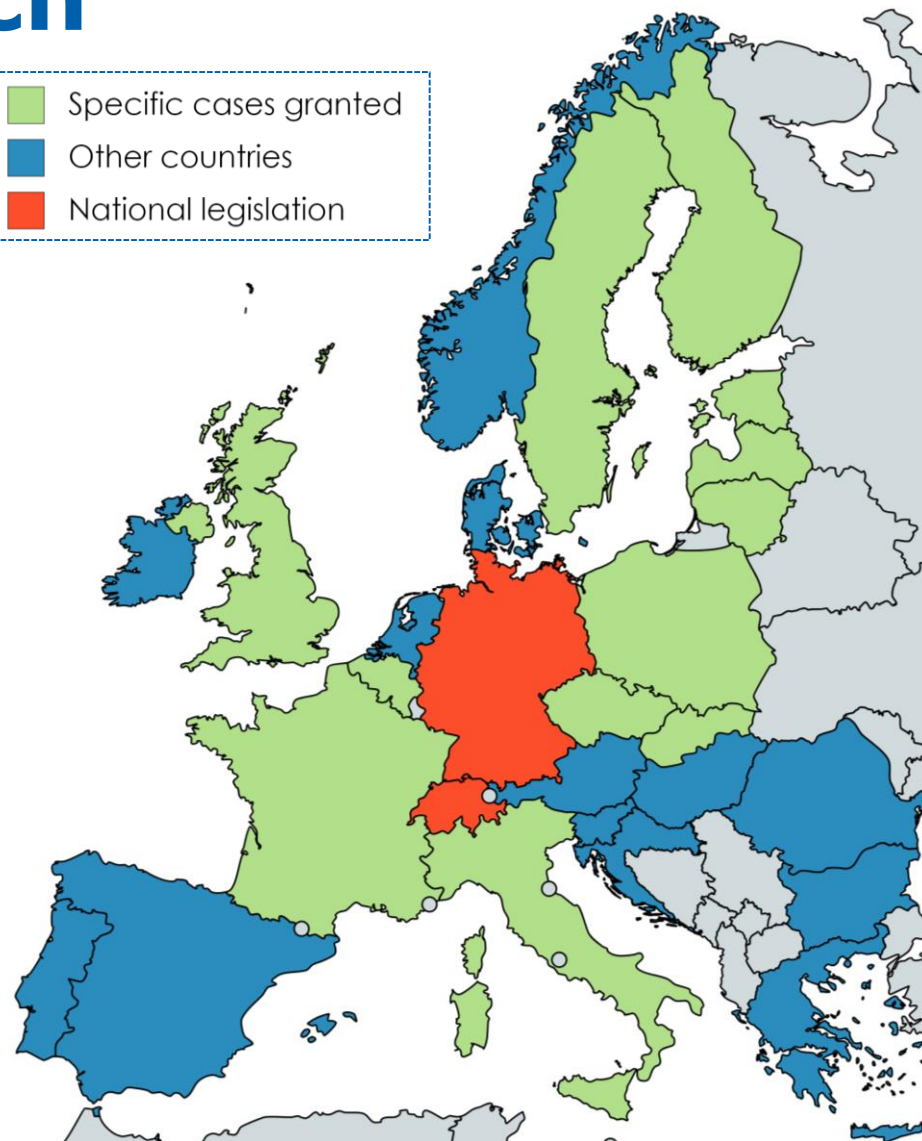
- The technical solution to mitigate rail freight noise was always **relatively simple** but remains **costly**
- Finally, on 31 January the TSI Noise received a favourable opinion at RISC
- One important **backstop** clause is introduced to address the Nordic winter conditions
- Closure is also needed for the noise performance of **new** composite brake blocks
- **Funding** urgently needs to match the policy requirements imposed by TSI Noise

# We have a harmonised European approach



but...

- Noise mitigation remains a **local issue**
  - Networks will gradually be “quieter” December 2024-December 2036
- **National law** remain a worry in Europe
  - Doubts on the free movement of goods in the EU until 2024

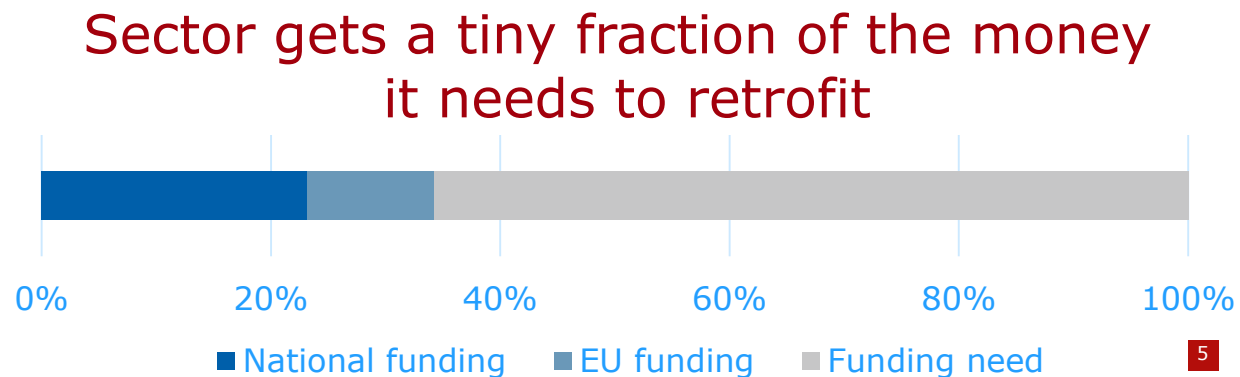


# Funding, so far, falls short of the policy requirements

- One-off retrofitting costs per wagon:
  - Standard wagons: €2,000
  - Special wagons: +€3,000 additional costs  
+€10,000 wheelset replacement
- Reoccurring operational costs:
  - +16% for operating retrofitted wagons
- Roughly €700 million budget estimated to retrofit the EU fleet

# Existing funding tools

- EU budget covers 20% of eligible costs:
  - €35 million is allocated under the 3<sup>rd</sup> CEF call
- Only two Member State grant state aids:
  - €150 million is available to retrofit in Germany
  - €20 million is recently put in place in Italy
- Retrofitted wagons benefit from bonuses set by the noise-differentiated track access schemes:
  - Switzerland
  - Germany
  - Netherlands
  - Austria

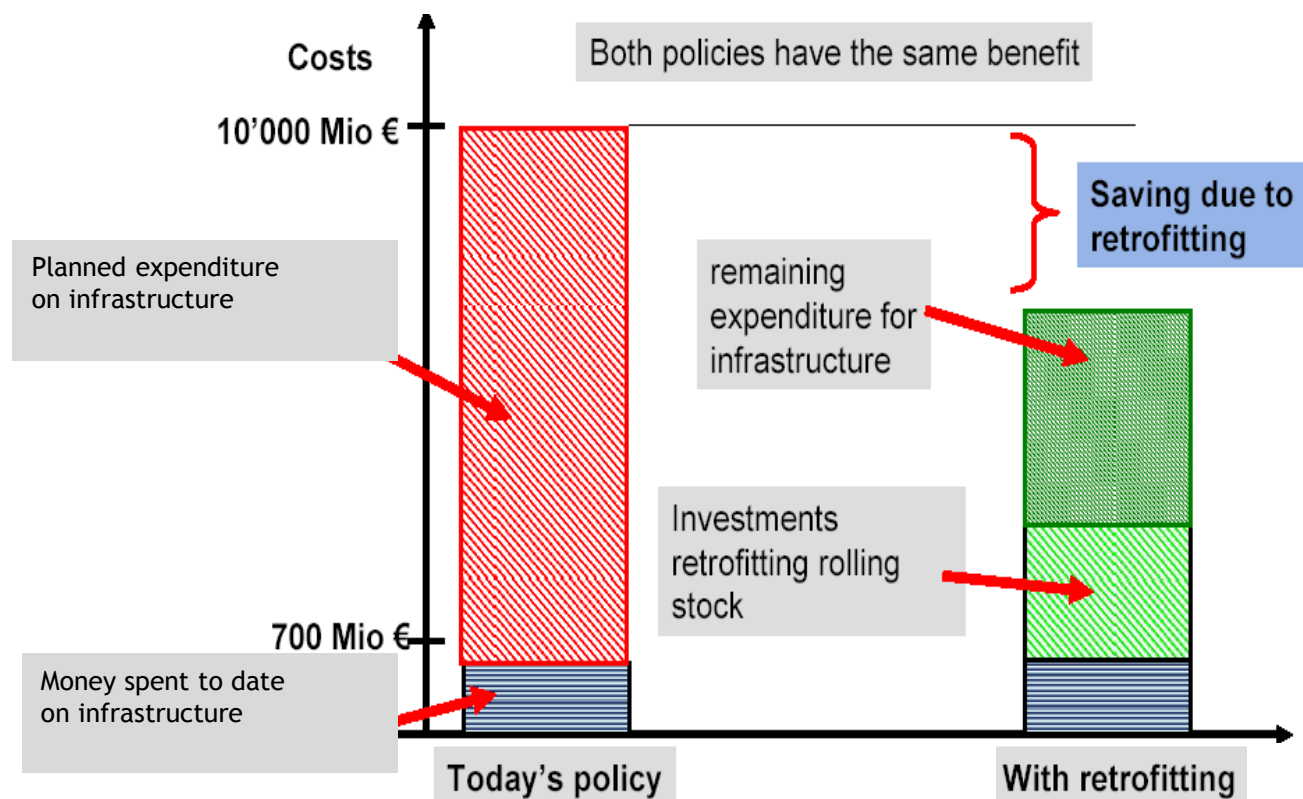


# Competitiveness of the sector is at stake

- Rail vs Road:
  - Similar measures are not applied to trucks
  - Reverse modal shift is a direct consequence; bad for climate and also for noise
- Between rail operators:
  - Member State funding + NDTAC
  - Some wagons are more costly to retrofit

# Missed opportunity: intelligent distribution of funds

If the EU allocated enough budget to retrofit wagons **ten years ago**, rail freight noise would already be mitigated and savings were achieved due to less investments on infrastructure



# Nordic winter conditions and beyond

- By June 2020 the EC should report on operations with retrofitted wagons in Nordic winter conditions
- Safety is a no compromise and the sector is ready to work together to address this issue
- ERA Joint Network Secretariat should play a role
- Could winter conditions be encountered elsewhere in Europe?
- Wagon owners need to anticipate the 2020-2024 period for planning their retrofitting investments



# Better funding, better policies - CER Policy priorities 2019-2024

- CER Policy Priorities 2019-2024 and the Rail Freight Forward initiative “30 by 2030” support further growth of rail freight market in the EU
- New CEF Regulation is agreed: actions to reduce rail freight noise are included, however, details are to be seen (budget & co-funding rate)
- Future of the NDTAC Regulation will be debated following its evaluation in 2019
- Policy makers should ensure a level playing field
- Rail in principle internalises its noise costs to the society (via infrastructure charging)

# For further information:

**Ethem Pekin**

Senior Environmental Economist

Tel: +32 (0)2 213 08 40

E-mail: [ethem.pekin@cer.be](mailto:ethem.pekin@cer.be)

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