Conclusions workshop 2

Noise Reduction – Bearable Noise Limits

EC has done an assessment on policy instruments:
A. Direct funding retrofitting+banning loud freight veh.
B. Noise-differentiated track access charging + Noise emission ceilings

The politics prefers option B.

UIC wants to make an evaluation from the noise expert view regarding the EC policy goal “noise emission ceilings”
Conclusions workshop 2

Noise Reduction – Bearable Noise Limits

EC: “Noise emission ceilings set limits for the daily average emissions at a certain location along the line. They could prevent increasing noise if rail freight transport grows after all wagons have been retrofitted”

 Stable noise impact

 Health is not in this definition
Conclusions workshop 2

Noise Reduction – Bearable Noise Limits

Noise emission ceilings could be acceptable if:

- Line capacity is not affected
- Introduction after retrofitting is finished
- Should never be regarded as an incentive for retrofitting
- It does not affect a fair balance for sustainable transport modes
Conclusions workshop 2

Noise Reduction – Bearable Noise Limits

Questions to be answered:

- Station area noise (shunting, idling, …)
- How to introduce health and annoyance in this concept