

- 2800 km railway (mainly broad gauge)
- High speed
 - Lisbon-Madrid (2013)
 - Porto-Vigo (later)
 - Lisbon-Porto (later)
- New freight:
 - Port of Sines-Badajoz (2013)
- Infra manager: REFER
- Passenger transport:
 - Mainly CP
 - Fertagus
- Freight transport:
 - Mainly CP Carga
 - Cargorail Takargo, Iberian Link



- REFER responsible to comply with noise limits
- Min. of Env. (and agencies) responsible for noise regulations and inspection

- Almost all freight trains have K-blocks now
 - Cast-iron blocks gave insufficient braking power
- Noise measures:
 - Mainly noise barriers
 - Rail dampers being considered
 - No façade insulation: noise limits set for *exterior* noise

- First law on noise 1987, later revisions by Decree

Land-use zones*	Existing and new lines	
	Lden	Lnight
Quiet zone (residential, hospitals, schools)	55	45
Mixed zone	65	55
Quiet zone close to existing major line	65	55
Not yet classified zones	63	53
Line projected when approving quiet zone	60	50

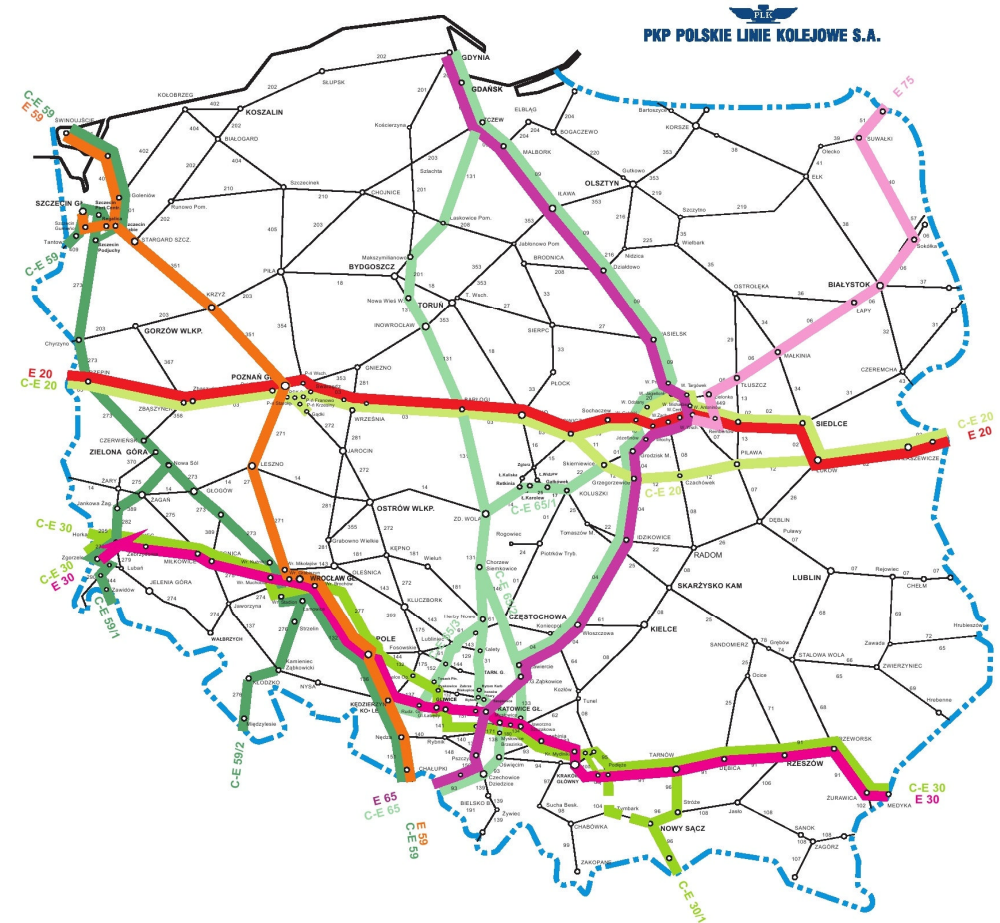
*At present, no municipality has an approved zone yet, though this responsibility exists since 2001.

- The same limits apply to noise from depots and shunting yards (there: operators are responsible)
- Computation method: RMR 2002, adapted to Portuguese fleet

- The missing classification of zones by municipalities
- The permission of municipalities of building nearby noisy infrastructure where it should not be
- Railway noise is of little concern outside agglomerations, but is a big concern in agglomerations
- Freight train noise is, generally, no issue but is a big issue in terms of annoyance (though the annoyance limits do not apply to transportation).

- Environmental Department of REFER defends NDTAC
- No changes expected in national legislation

- 19600 km railway
- Infra manager: PLK
(*Polish Railway Lines*)
- Passenger transport:
 - Mainly PKP InterCity
- Freight transport:
 - Mainly PKP Cargo



- PLK responsible for keeping noise below the limits
- Ministry of Environment responsible for noise regulations

Noise measures

- rail grinding (maintenance), noise barriers, anti-vibration pads, replacing wooden sleepers by concrete ones, exceptionally also window insulation
- tendency towards source measures

- Noise is addressed in 'Environment Protection Law' of 2001

L_{Aeq}	Existing and new railway lines and also new dwellings	
	Day	Night
Type of area		
Health resorts and rural hospitals	50	45
Single-family houses and city hospitals	55	50
Multi-family houses, recreation areas, farms	60	50
City centres above 100 000 inhabitants	65	55

- The same limits apply to noise from depots and shunting yards
- Noise abatement while upgrading existing lines

- The noise limits are too stringent
- Noise computation method (RMR 2002) should be adapted to Polish rolling stock

- PLK will consider introducing NDTAC
- No new legislation foreseen