

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”



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🌱 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*



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- 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



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- Questions to be answered:
 - Station area noise (shunting, idling,...)
 - How to introduce health and annoyance in this concept