



Mr Maurizio Castelletti
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A.I.S.B.L

7th April 2010

Re : UIP Position on noise

Dear Mr Castelletti,

In preparation of the workshop on “NDTAC and other rail noise developments” on 27th April 2010 and with reference to the final report “Analysis of pre-conditions for the implementation and harmonisation of noise-differentiated track access charges” Oct. 2009 by KCW , Steer Davies Gleave and TU Berlin for EC DG TREN, as well as with reference to the CER / EIM letter to Mr Castelletti in December 2009 regarding the same topic, UIP has formed the following positions:

It is well known that rail noise affects the neighbours of rail traffic and therefore it must be the common goal of all players in the sector to reduce noise emissions in order to insure the environmental friendly character of rail transport and to maintain the high and favourable levels of acceptance of the rail in society.

However, no additional cost burden must be given to the rail transport mode.

We agree with CER and EIM that the most effective way of reducing rail noise is to do it at its source, that is retrofit new break components, namely break blocks. We also agree with CER and EIM that the so called LL block is the better retrofit solution compared to the K block. Therefore any support to perform its EU wide certification until 2012 should be given.

We also agree that the implementation and effective functioning of a NDTAC will take a lot of effort and cost and it will be doubtful whether the incentive payments will reach the private keepers and thus make the retrofit attractive to them.

Therefore the keepers prefer the direct funding of the LL block retrofitting or a specific wagon related bonus system, depending on the noise reduction and estimated mileage of the wagon.

This would give a direct incentive to the keepers to retrofit with highest priority the wagons with the highest mileage forecast which would then result in a quick and significant reduction of rail noise emission.

With best regards,



Bruno Dambrine
President