

Press Release

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EU incentive regimes to reduce rail freight noise will cost up to 1 billion EUR in administrative costs - sector urges the EC to opt for a 'direct funding model' to make rail freight noise reduction a success!

At present, different support programmes and incentive regimes are being discussed on the EU and national level to retrofit freight wagons to reduce their noise. A study commissioned by the most important rail associations (VDV, VPI, UIP, ERFA, UIC) and rail companies (AAE, DB Netz, DB Schenker Rail) have shown that all these models will cost up to 1 billion EUR in administrative costs in addition to the actual retrofitting and higher operational costs. Rail freight wagon keepers, railway undertakings, national and European associations agree that these costs *cannot* be borne by the sector but require subsidisation.

Therefore, VDV, ERFA, CER, UIP and AAE met the European Commission today to present the findings of their study and to request the EC to consider an alternative approach, i.e. a direct funding scheme hosted on EU level. This model would consist in a mileage-related bonus for converted freight wagons paid directly to the wagon keepers. It would reduce the high administrative costs as the bonus will be paid directly to the actor in charge of the retrofitting. Such a model is also much more likely to help achieving the primary objective of all: reducing the noise of rail freight.

In contrast this objective cannot at all be achieved with a measure based on a noise-related track access charge, involving the infrastructure manager, the railway undertaking and then only the wagon keeper.

The outcome of the study will also be submitted to the European Parliament.

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