



10.30-10.55

Rail Freight Noise

2019 CEF Transport call

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Reducing rail freight noise by retrofitting of existing rolling stock

- 1. Noise Priority**
- 2. EU support: unit contribution**
- 3. Unit contribution in practice**

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1. Noise Priority

Objective:

- Commission Regulation (EU) No 1304/2014 setting out the **Noise TSI is under revision** to strengthen the reduction of noise nuisance affecting people living close to railway lines.
- The objective of the call is **to support the retrofitting of existing freight wagons** and therefore **to accompany the operational restrictions on noisy (cast-iron brake blocks) wagons which will be introduced with the revision of the NOI TSI.**

1. Noise Priority

Indicative Budget: EUR 35 000 000

Eligible projects:

Works reducing rail freight noise by **retrofitting existing freight wagons with:**

- **Composite brake blocks**, or
- **Disc brakes** (extreme weather conditions)

Eligible wagons:

- **S-type wagon** (100 km/h), not-automatic load-proportional braking system and brake linkage and slack adjuster in the middle;
- **SS-type wagon** (120 km/h), automatic load-proportional braking system and brake linkage and slack adjuster in the middle, requiring the mounting with the kink valve.

1. Noise Priority

Specific conditions (1/2)

The freight wagons must be:

- authorised for operation on the Union network
- equipped with cast-iron brake blocks.

The low-noise technology:

- Composite brake blocks:
 - covered by an EC declaration of conformity
 - listed in Appendix G of TSI freight wagons: K or LL
- Disc brake (extreme weather conditions)

1. Noise Priority

Specific conditions (2/2)



For SS-type wagons which do **not require the mounting with kink valve** the unit contribution of the **S-type wagon** applies



Remain **in service** within the Union for a minimum of **6 years**, corresponding to the standard maintenance cycle



Threshold per application: min. 2,000 wagons

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2. EU support: unit contribution

Unit costs = a simplified form of funding

- greater predictability for grant
- less administrative burden (no costs' eligibility checks)
- Focus on technical outcome

Unit contribution cannot generate profit

Unit costs vs unit contributions?

- **The unit cost** is an estimated average cost of the most cost-efficient retrofitting solution, in this case LL block solution.
- **The unit contribution** is the unit cost to which we apply a funding rate.

2. EU support: unit contribution

How unit contributions have been determined?

Basis: Expert judgement based on survey data

One-off installation costs of the total retrofitting costs estimated by ERA in the frame of NOI TSI impact assessment.

- ✓ Survey of Railway Undertakings
- ✓ Costs data from previous CEF call

https://www.era.europa.eu/sites/default/files/library/docs/recommendation/06rec1072_full_impact_assessment_en.pdf

2. EU support: unit contribution

One-off installation costs' elements of the total retrofitting costs estimated by ERA

For the S-type wagon:

- Material - brake blocks
- Work - installation of brake blocks
- Wheels reprofiling
- Brake test
- New markings on wagon

For the SS-type wagon:

- Material - brake blocks
- Material - brake cylinder/ventil
- Work - installation of brake blocks
- Work - brake cylinder/ventil
- Wheels reprofiling
- Brake test
- New markings on wagon

Categories of eligible costs for Unit Contributions:

A pro-rata factor of 0.5 is applied to the costs of Work installation of brake blocks, Brake test and Wheels reprofiling, as it is assumed that 50 % of retrofitting will be done as part of the standard maintenance cycle of 6 years.

Not eligible:

Indirect costs – such as the wagon transport costs to workshop and back.

Additional life-cycle costs are not eligible.

Unit costs

Wagon/cost type	Item	Item cost (€)	Quantity	Pro-rata factor	Total
S-type wagon - additional costs	Material -brake blocks (LL)	27	4x8	1	864
	New markings on wagon	30	2	1	60
S-type wagon - replacement costs	Work - installation of brake blocks	6.4	4x8	0.5	102
	Brake test	220	1	0.5	110
	Wheels reprofiling	160	4	0.5	320
S-type wagon – estimated value per unit (€)					1,456
SS-type wagon - additional costs	Material -brake blocks (LL)	27	4x8	1	864
	New markings on wagon	30	2	1	60
SS-type wagon - replacement costs	Work - installation of brake blocks	6.4	4x8	0.5	102
	Brake test	220	1	0.5	110
	Wheels reprofiling	160	4	0.5	320
SS-type wagon - additional extra costs	Material -brake cylinder/ventil	675	2	1	1,350
	Work -brake cylinder/ventil	350	2	1	700
SS-type wagon – estimated value per unit (€)					3,506

Unit contributions

➤ **CEF Regulation - Article 10(b)(iv)**

Maximum funding rate: 20% of the eligible costs

➤ **Sound financial management**

Co-financing rate of **17%** and **rounding-up**

	Value per Unit (€)	Amount after application of the CEF Funding rate of 17% (€)	Rounding-off of the final CEF unit contribution (€)
S-type wagon	1,456	247.50	250
SS-type wagon	3,506	596	600

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3. **Unit contribution in practice**

3. Unit contribution in practice

Application

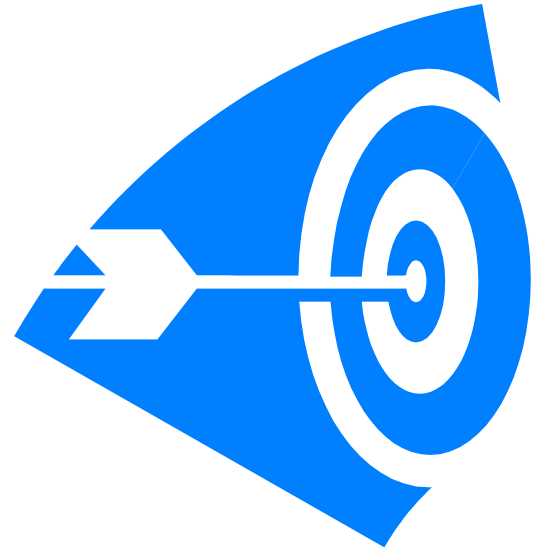
- 1 activity per a wagon type
- Basic description of the tasks related to the retrofit
- Deliverables, e.g. a workshop attestation, extract from the respective vehicles' register, etc.
- Milestones enabling efficient implementation monitoring
- EU contribution: number of wagons (encoded per beneficiary and year)



3. Unit contribution in practice

Monitoring and final payment

- Grant Agreement based on application and evaluation outcome
- Clear deliverables and milestones
- Action status report
- No interim payment
- Final payment:
 - Demonstration of the scope completion
 - Verification of deliverables
 - No verification of costs' eligibility



Thank you for the attention!