

### **3. OBJECTIVES AND PRIORITIES**

#### **3.2 Priorities for the objective of ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety**

##### ***3.2.2. Actions to reduce rail freight noise, including by retrofitting of existing rolling stock*** **(Priority open to all Member States under the general envelope)**

###### General objective:

Commission Regulation (EU) No 1304/2014 sets out the technical specification for interoperability relating to the subsystem 'rolling stock – noise'. Within this framework, the aim is preventing barriers to railway interoperability due to noise requirements and reducing the level of noise nuisance that affect people living close to railway lines by measures at the source with the highest cost-effectiveness ratio and health benefits in order to increase quality of life for citizens and reduce risks rising from the negative effects of rail noise affecting the competitiveness of rail sector.

###### Specific objectives:

Proposed Actions to be selected under this Priority will concern works to reduce rail freight noise by retrofitting existing freight wagons with composite brake blocks.

###### Essential conditions:

The recommended number of freight wagons covered by one application under this Priority should not be lower than 100. This recommendation is not applicable to small and medium freight railway undertakings or freight wagon keepers.

The freight wagons must be authorised for operation on the EU railway network prior to submission of the application and they shall be equipped with cast-iron brake blocks.

The low-noise technology to be deployed on the freight wagons shall be the composite brake blocks (LL) covered by an EC declaration of conformity or the composite brake blocks (LL) listed in Table 2.2 of Appendix G of WAG TSI under the condition that their approval period has not expired yet.

Replacing, reprofiling or any other action related to wheelsets will not be funded.

Shunters, electric multiple units, diesel multiple units, railcars and passenger carriages are not covered by this Priority.

Only freight wagons and locomotives intended for freight operation may be funded under this Priority.

Additional works necessary to achieve the objective of the action may be funded. Any such complementary works (e.g. testing, transportation of wagons to and from a workshop, etc.) would need to be clearly identified, justified and budgeted separately for their evaluation.

###### Information to be included in a proposal:

For proposals related to the retrofitting of freight wagons with composite brake blocks, particular importance will be given during the evaluation to information concerning:

- Identification of the freight wagon(s) type(s), including its basic characteristics, supplier, its number as registered in the corresponding NVR (National Vehicle Register) of freight wagons to be retrofitted, a date of authorisation for placing in

service and, if available, a copy of such authorisation issued by the competent National Safety Authority;

- Description of the current braking system, including a number of blocks per freight wagon and current cast-iron blocks type;
- Identification of line(s)/network(s) on which freight wagons operate today and/or on which they might operate in the near future, and foreseen average annual mileage;
- Identification of a workshop where the retrofitting will take place, expected timeframe of retrofit and a list of associated tasks (including testing, if any).

Deliverables:

Deliverables of a proposal selected and implemented within this priority area shall cover:

1. Copy of receipt proving that relevant composite brake blocks were acquired; this receipt shall include the type of composite brake block, batch number and EC declaration of conformity or document showing the inclusion of the composite brake block in Table 2.2 of Appendix G of WAG TSI;
2. Copy of official attestation from the contracted workshops where the retrofitting took place; this attestation shall include:
  - a) the type and batch number of the composite brake block installed on the freight wagon,
  - b) the freight wagon, type and its number as registered in the corresponding NVR.
3. List of freight wagons which were retrofitted within the scope of the action, including their numbers as registered in the corresponding NVR.

**General observation for all priorities under section 3:**

In addition to specific objectives, priority will be given to projects that include the use of private finance, in particular EU-backed finance instruments such as the European Fund for Strategic Investments.