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Ihr Zeichen **006REC1072**  
Ihre Nachricht vom  
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**Consultation on the draft of the limited revision of the TSI relating the  
subsystem rolling stock - Noise (TSI Noise)**

Reference 006REC1072

Dear Sir or Madam,

thank you for giving me the opportunity to send you my views regarding the draft of the limited revision of the TSI Noise. The Hesse Minister of Economics Tarek Al-Wazir has asked me to respond on his behalf.

1. Given that freight wagons are in operation for 40 and more years and that
2. low-noise break blocks are state of the art and applicable in most existing freight wagons

I strongly support making the TSI Noise applicable to existing rolling stock. Hesse already expressed this in the response to the EU-Consultation "Effective reduction of noise generated by rail freight wagons in the EU" in 2013.

The state of Hesse is heavily affected by the growing number of freight trains on many railway-lines that run right through cities and towns. Hesse is therefore strongly committed to reducing the impact of noise on the population and thoroughly supports the federal legislation in Germany that aims at limiting the use of old-standard noisy wagons that do not fulfill the requirements of the TSI Noise ("Schienenlärmschutzgesetz").

The TSI Noise should be applicable to all freight wagons for which suitable low-noise break-blocks are available and approved. The approach of defining 'quieter routes' in the draft of the limited revision of the TSI Noise does neither fulfill the requirements of noise protection nor of an effective network operation.

For Hesse it is not acceptable to have different noise levels applying to different parts



of the existing network. Moreover, German law, the “Schienenlärmschutzgesetz,” does not allow such a distinction. For the network operator it is operationally not feasible to check which wagon can be allowed on which track. Such a differentiation would hence be counterproductive to the competitiveness of the railway system.

I therefore would ask you to reconsider the original European Commission’s approach of a compulsory application of the TSI Noise to all freight wagons in international traffic (as far as suitable low-noise break-blocks are available). For wagons that are only used within a single member state, the member state should decide about the application.

Yours sincerely,

i.A. Peter Lindner