

**Question for written answer E-012951/2015
to the Commission**

Rule 130

Norbert Neuser (S&D), Udo Bullmann (S&D) and Matthias Groote (S&D)

Subject: Railway noise

In August 2015 Commissioner Violeta Bulc provoked anger in Germany when she called on the country not to seek national solutions to the problem of railway noise by 2020 and instead to wait for a European solution after 2022. Although we are very much in favour of European solutions to this European problem, people in many parts of Germany which face serious noise pollution problems, such as the Rhine valley, cannot be expected to wait any longer than necessary for measures to be taken which actually reduce railway noise. We can see no technical reason for delaying any further the work of retrofitting old goods wagons with quieter brakes made from synthetic materials. Switzerland has also decided to introduce more stringent noise emission limit values with effect from 2020.

Against this background, how does the Commission plan to combat railway noise in the EU as a whole?

How did the Commission arrive at the timescale 'after 2022'? Are there technical reasons for this?