

**Question for written answer P-004184/2014
to the Commission**
Rule 117
Jürgen Creutzmann (ALDE)

Subject: Rail traffic and noise abatement measures

Rail traffic in Europe is increasing all the time, which is to be welcomed from an economic and environmental standpoint. However, the increase in traffic is also accompanied by the increased nuisance suffered by residents. Rail traffic on some routes has doubled in the last 10 years without adequate measures being taken to offset the negative impact.

1. By how much is freight traffic likely to increase in Europe in the long term – in particular in the Genoa-Amsterdam freight corridor?
2. How will the volume of traffic in the Middle Rhine region change once the Gotthard tunnel is in use? The tunnel is designed to take 50 million tonnes of freight. Will all this be moved through the Middle Rhine Valley?
3. Are technical modifications being made to rolling stock with the aim of reducing the environmental problems caused by rail traffic in the EU? When will these come into effect, and what will the parameters be?
4. When UNESCO awarded the Middle Rhine world heritage status, it made it clear that the railway noise must be reduced. Since then the number of trains has risen significantly and will continue to do so. Noise levels of up to 107 dB(A) have been recorded. What support will the EU give to UNESCO's requirements for a reduction in the noise and vibration levels?
5. What view is taken by the EU of operational restrictions to limit the impact on residents and the environment?