

**Question for written answer P-013405/2015  
to the Commission**  
Rule 130  
**Werner Langen (PPE)**

Subject: Noise reduction in rail transport

The German Government is pursuing the aim of banning the operation of 'noisy' goods wagons from 2020 in order to significantly reduce noise nuisance from rolling stock. Commission member Bulc is quoted in the press as having said that the Commission would like to introduce limits on noise emissions from goods wagons in international transport from 2022. Switzerland will likewise introduce a ban on 'noisy' wagons in 2020.

1. To what extent would a unilateral ban on 'noisy' wagons in Germany, if already introduced from 2020, constitute an infringement of rules on the internal market and rail interoperability, and what measures, such as speed limits or bans on night-time traffic, could secure Commission approval, under what circumstances?
2. Why is preference not being given to EU-wide regulation in order to bring about a quicker solution to the major problems of noise nuisance from rail transport, particularly in narrow river valleys such as those of the Rhine and Moselle?
3. What view does the Commission take of Switzerland's action, bearing in mind that Switzerland is one of the principal transit countries for North-South rail traffic in Europe?