

**Question for written answer E-005229/2021
to the Commission**

Rule 138

Marco Campomenosi (ID), Paolo Borchia (ID), Massimo Casanova (ID), Danilo Oscar Lancini (ID)

Subject: Restrictions issued by ANSFISA (Italy's national agency for railway, road infrastructure and motorway safety) for the use of 'LL brake blocks' to reduce noise pollution from freight wagons

In Italy, in accordance with Regulation (EU) No 1304/2014, which aims to reduce noise pollution, owners of freight wagons have been investing substantial amounts of money to change their existing fleets. These investments have benefited from public co-financing, including some Connecting Europe Facility funds for the modernisation of railway wagons.

The adoption of each of the technological solutions available to reduce noise pollution requires that the owner of the freight wagons use it for years to come, because the implementation of these technological systems is very costly.

The most commonly used solution is the use of so-called LL brake blocks, which are similar to 'brake pads', made of organic material and type-approved by third-party manufacturers at a European body (the UIC).

Owing to a number of minor issues, which have never caused any harm to actual people, ANSFISA has issued a number of restrictions for 'LL brake blocks', which are bringing the country's import and export by rail to a halt¹. This has caused a crisis in the rail sector and has paved the way for a modal shift to road transport, contrary to the objectives of the most important Union environmental and freight policies.

Does the Commission not agree that the restrictions issued by ANSFISA should be reviewed, by favouring solutions already adopted in other Member States to solve the same problem??

¹ <https://www.ansfisa.gov.it/>

² In other European countries, by appropriately setting the infrastructure sensors (known as RTB and RTF) to approximately 300 degrees, these issues are kept under full control, ensuring total safety.