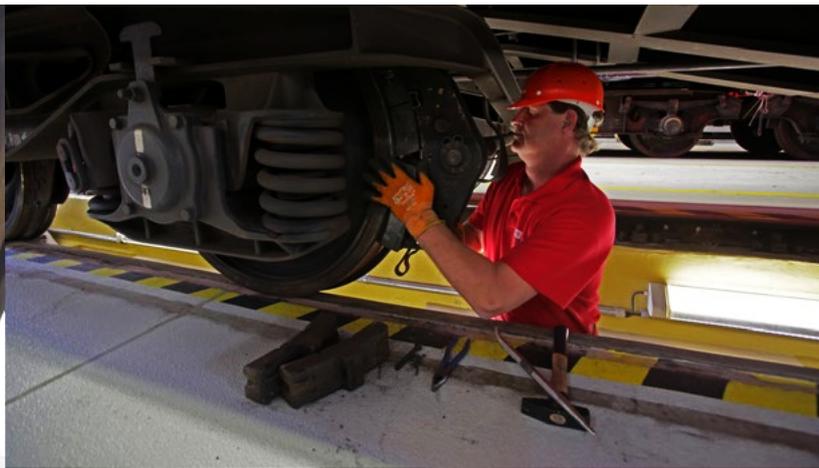




We are cutting  
**train noise**  
in half by 2020



Transport services are critically important within a collaborative and globally connected economy and are a prerequisite for our prosperity. Rail freight transport is the most environmentally friendly and safest transport option, but to maintain its acceptance within society, it has to reduce its noise emissions.

DB and DB Cargo are taking on this challenge. As an environmental pioneer, Deutsche Bahn has set itself the goal of halving railway noise between 2000 and 2020. This can only be achieved by instituting various measures in infrastructure and on freight wagons.

In infrastructure, 1,700 of the 3,700 kilometres in need of noise abatement measures (for example, noise barriers) had already been outfitted by the end of 2017 as part of the German Federal Government's voluntary noise abatement programme. By 2020, some 2,000 kilometres in total are expected to be outfitted.

The most significant source of rail noise occurs at the contact point between the wheels of freight wagons and tracks.

The cast-iron brake blocks used in the past roughen the running surface of the wheels, which emit noise when the wagons move. Modern composite brake blocks (whisper brakes) keep the running surface smooth, reducing running noise by 10 dB. Human ears perceive this as a 50% reduction.

New freight wagons are already outfitted with composite brake blocks. At the end of 2017, DB Cargo had over 8,300 of these wagons in use.

Since early 2014, DB Cargo has worked consistently to retrofit its older wagons with whisper brakes, despite the significant cost burden of doing so. With the help of different financial instruments provided by BMVI and EU, this extra-cost expenditure is at least reduced and the retrofitting is being accelerated. By the end of 2017, over 31,000 of DB Cargo's older freight wagons had been outfitted with quiet brake blocks.

Together with the new wagons, DB Cargo thus had around 40,000 quiet freight wagons, almost two thirds of its active fleet in Germany, at the end of 2017. Retrofitting work will continue consistently through 2020, when all of the company's roughly 65,000 wagons will run quietly.

Supported by:



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