

User Manual

Single-Entry-Point - SEP

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1 Introduction

Single-Entry-Point - SEP

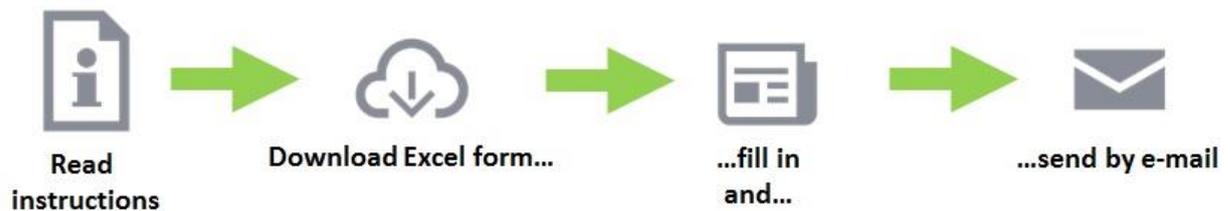
Because rail track is one of the most efficient and environmentally friendly forms of transport, railway traffic is increasing constantly. As a result, the noise exposure by loud freight trains increases. In order to achieve long-term growth and social acceptance of train traffic as a mode of transport there must be a radical reduction in noise exposure.

The **main target** is to halve railway traffic noise by 2020!

In this way, the Netherlands, Switzerland, Germany and Austria have been introducing their own funding programs, which provide financial support for retrofitting of freight wagons. Besides the known application processes, those countries have created an additional **common contact point** for the application resp. notification of low-noise freight wagon data now, the so called **Single-Entry Point (SEP)**.

Applications for a bonus can now be submitted centrally for the Netherlands, Switzerland and Germany in a single step.

One-time for the first
application on
www.sep-silentwagon.info



Application process to
bonus@sep-silentwagon.info

In Austria (on the rail network of ÖBB-Infrastruktur AG) data regarding low-noise freight wagons can be transmitted via data interface or web application - available from October 2017 - to the joint database, Silent Wagon Database (SWDB).

Retrofit data that have been transmitted via SEP and are already stored in the SWDB will then automatically be taken into account by ÖBB-Infrastruktur AG, and do not need to be notified again.

How does the application process look through the SEP?

Download the Excel form from www.sep-silentwagon.info and fill in at least the columns A, D, F, G, H, I and J. In addition, column "C" is compulsory if you want to apply for the bonus at DB Netz AG in Germany. In the form you will also find the tab „Description“, there is stated all the important information to fill in the columns in a right way. After completing, send us the form via email to bonus@sep-silentwagon.info. The information you provide is after a check automatically transferred to the silent wagon database (SWDB). Please note that there are country-specific deadlines and other requirements such as mileage. **Please also read** the following information on the individual countries.

2 Information of bonus applications for Germany

The bonus payment at DB Netz AG takes place once a year for the respective previous year. To apply for the bonus, please follow the next steps:

Step 1: provide SEP-Form from the website www.sep-silentwagon.info fill in and send to bonus@sep-silentwagon.info

Step 2: register mileage

To apply for the bonus in Germany, you also have to register for the conversion register of DB Netz AG: <https://atps-evu.dbnetze.com>

Please note: DB Netz AG grants only the Railway undertakings the bonus freight wagon holder must still apply for funding at the Railway Federation.

As soon as you are registered for the conversion register and sent the Excel form to the SEP, the freight wagons will automatically transferred from your application to the conversion register of DB Netz AG. Please enter afterwards the mileage of the in Germany running freight wagons from the previous year in the conversion register.

Step 3: generate and provide proposal

To finalize the application for freight wagons running in Germany, you must submit the application in the DB Netz AG conversion register until 31.05 for every single year, first to create and then submit them.

Please note: The application must be submitted to the conversion register otherwise we can't grant for any bonuses for running freight wagons in Germany.

Step 4: check and bonus pay-out

3 Information of bonus applications for the Netherlands

The bonus payout at ProRail takes place every month and is a discount on the user charge. To apply for the bonus, please follow the next steps:

Step1: Provide SEP-Form from the website www.sep-silentwagon.info fill in attach a conversion certificate per series and send to bonus@sep-silentwagon.info

After completing the form, you will put the form and the certificates in an e-mail. The retrofitting should be certificated. The certificates for freight wagon conversion should come from the maintenance facility.

Step 2: An application is checked whether the data of the application and whether the attached certificates are consistent. If the processors agree to the application, a payment order is passed on to the commercial systems of ProRail, which then trigger the transfer of the funding amount.

Alternative application via noisebonus@prorail.nl (during the transition period before the Single Entry Point)

Step 1: take the filled SEP format and attach a conversion certificate per series

After completing the form, you will put the form and the certificates in an e-mail. The retrofitting should be certificated. The certificates for freight wagon conversion should come from the maintenance facility

Step 2: email your application to noisebonus@prorail.nl

If you have filled out all the information, send us the SEP form by e-mail to noisebonus@prorail.nl.

Step 3: check and bonus pay-out

An application is checked by an employee of ProRail whether the data of the application and whether the attached certificates is consistent. If the processors agree to the application, a payment order is passed on to the commercial systems, which then trigger the transfer of the funding amount.

Information about the bonus can also be found in the Network Statement Chapter 6.4.3

"With a view to optimizing the use of the capacity of the main railway network, ProRail offers a discount on the user charge for silent trains (see Chapter 6.4.3)." The text of the Network Statement 2017 is stated below.

6.4.3.1 Discount for running retrofitted goods wagons

In accordance with Implementing Regulation (EU) 2015/429 of March 2015, ProRail offers railway undertakings a discount on the user charge for running retrofitted freight wagons with reduced noise emission. The discount on the user charge is € 0.01 per axle kilometer run with retrofitted freight wagons. The bonus will be paid for the relevant wagon kilometers over the

period up to 31 December 2021¹. The level of the bonus will be published each year in the Network Statement and will remain at the same level for the years 2016 - 2018, namely € 0.01 per axle kilometer (the bonus will thus remain unchanged for a 4-axle wagon). In accordance with Article 4(3) (EU) 2015/429, a minimum bonus of € 0.0035 per axle kilometer will apply to the period 2019 - 2021. Once the maximum adjustment costs of € 4,800 have been reached, ProRail will in accordance with Article 4(6) (EU) 2015/429 decide to terminate the bonus scheme. Railway undertakings must register participating wagons with ProRail in advance, stating wagon numbers and accompanied by proof of retrofitting.

Retrofitting freight wagons are defined as: rolling stock permanently retrofitted with a silent braking system in accordance with TSI Noise. A silent braking system is defined as a braking system in the sense of TSI Noise in accordance with consideration 7 of Implementing Regulation (EU) 2015/429.

The discount is settled through the user charge invoice. The railway undertaking will provide the information required to determine the discount, namely:

- wagons registered in advance
- number of axles per wagon
- braking system type
- date of retrofitting

ProRail can perform random checks on retrofitting and the number of axles.

6.4.3.2 Discount for running silent freight train

In accordance with Article 5 of the Implementing Regulation (EU) 2015/429 of March 2015, ProRail offers railway undertakings a discount on the user charge for running silent freight trains with reduced noise emission. The discount on the user charge is € 0.01 per wagon kilometer of a silent wagon run with a silent train. Railway undertakings must register participating wagons with ProRail in advance, stating wagon numbers and accompanied by proof of retrofitting.

The train will in accordance with Article 2(6) (EU) 2015/429 comply with the requirement of 'silent freight train' if the train is composed of at least 90% of silent wagons. Silent wagons of wagons fitted with a braking system in accordance with TSI Noise as referred to in is consideration 7 of Implementing Regulation (EU) 2015/429.

The discount is settled through the user charge invoice. The railway undertaking will provide the information required to determine the discount, namely: wagons registered in advance, number of axles per wagon, braking system type and date of retrofitting.² ProRail can perform random checks of silent trains.

In accordance with Article 5(3) of Implementing Regulation (EU) 2015/429, the discount on the track access charge for a silent train is maximized at 50% of the total value of bonuses applicable to retrofitted wagons. Information of bonus applications for Switzerland

¹ The payment over December will be made in January 2022.

² If the railway undertaking has wagons, which in accordance with Article 1(2) (EU) 2015/429 are not covered by the implementing regulation, the railway undertaking will also register these in advance so that they can be deducted from the side and train discount.

4 Information of bonus applications for Switzerland

Since January 2017, the bonus payout in Switzerland takes place on the most standard-gauge routes directly with the monthly train-path accounting. The RUs must ensure that the silent wagons which they carry are correctly registered in the common „Silent Wagon Data Base“(SWDB) by the Netherlands, Switzerland and Germany.

For wagons registered in the SWDB and whose brake type information have been correctly transmitted with the train operating data to the infrastructure manager, the noise bonus will be automatically calculated for each journey in Switzerland and credited on the monthly train-path balance.

The applications for the other routes are to be submitted annually by the end of June of the following year, optional by SEP form or directly to the FOT with a list of all retrofitted freight wagons, the annual mileage per Infrastructure manager and the braking system type.

Which data must be specified in the SWDB?

- Wagon number
- Wagon owner
- number of axles per wagon
- braking system type
- date of retrofitting (noise reduced from new)

For new freight wagons is a verification of the braking system type necessary

What applies to new freight wagons, and when has the wagon to be registered in the SWDB?

Already retrofitted, new, renumbered or retrofitted freight wagons must be reported to the FOT to get their bonus. The message to the FOT must be issued immediately after commissioning, to get the bonus as soon as possible.

It is also important, that the reported freight wagons to the FOT are also compared with the data in CIS-Infra. If necessary, they must be rectified with the next transmission of the train operating data to the Infrastructure manager.

Where and how can freight wagons registered for the admission in the SWDB?

For retrofitted freight wagons used in Switzerland is the Federal Office of Transport (FOT) in 3003 Bern responsible. Please send all necessary information only via E-mail to *laermbonus@bav.admin.ch*. Please use the attached Excel form on the website of the FOT³. The in orange marked columns are mandatory fields. If all the data are correct, the FOT confirms the applicant for the admission to the SWDB. After confirmation by the FOT the noise bonus will

³ <https://www.bav.admin.ch/bav/de/home/themen/alphabetischethemenliste/formuiare/transportunternehmen.html>

be automatically calculated by the Infrastructure managers at the first working day of the following month.

Transfer of the noise bonus to the freight wagon holders

The bonus payout is paid over the track price, still to the RUs. After a short transitional period, the RUs will be able to prorate the bonuses to the wagon owners. The requirement is that the data in the SWDB are completely, especially the data of the freight wagon owners.

Later registrations during the year 2017

It is foreseeable that not all freight wagons are registered until the 1 January 2017. Later registrations for the affected freight wagons are possible until the end of June 2017.

5 Information of bonus applications for Austria

From the 2018 network timetable period, ÖBB-Infrastruktur AG is introducing a reduction to the track access charge (noise bonus) to support the retrofitting with low-noise braking technology of freight wagons currently equipped with cast iron brake blocks.

The noise bonus is configured according to Commission Implementing Regulation (EU) 2015/429 of 13 March 2015 setting out the modalities to be followed for the application of the charging for the cost of noise effects.

When applying for the noise bonus, please take account of the following:

Transmission of the following freight wagon retrofit data to ÖBB-Infrastruktur AG, via either automatic data interface, or data entry in a web application of ÖBB-Infrastruktur AG:⁴

- wagon keeper
- 12-digit European vehicle number (*Wagennummer/Wagen-ID*)
- number of axles
- date of retrofit
- current braking equipment
- proof of retrofit

Retrofitted freight wagons already registered in the Silent Wagon Database (SWDB) are automatically taken into account when the noise bonus is applied. Thus the retrofit data do not need to be separately notified to ÖBB-Infrastruktur AG. However, proof of retrofitting (attestation) must be supplied if requested.

Data provided by railway undertakings (RUs) or wagon keepers, via the ÖBB-Infrastruktur AG interface or web application, on other wagons that are low-noise but that have not been retrofitted are also stored in the SWDB.

Once the data have been entered, the bonus for retrofitted freight wagons used on the ÖBB-Infrastruktur AG rail network will be applied from the first day of the following calendar month. It is not necessary to make a separate bonus application to ÖBB-Infrastruktur AG.

To allow calculation of the distance covered of retrofitted freight wagons on the ÖBB-Infrastruktur AG rail network, these wagons must be registered in the Infrastructure Transport Information System (INFRA.TIS), an operations management system of ÖBB-Infrastruktur AG.

ÖBB-Infrastruktur AG reserves the right to carry out spot checks on data and proofs provided by RUs and wagon keepers.

Further information on the noise bonus are provided in the customer area of the ÖBB-Infrastruktur AG website.

⁴ Further information on the technical details of the ÖBB-Infrastruktur AG web application and data interface (description of interface, information concerning the transfer of technical wagon data) are provided separately in the customer area of the ÖBB-Infrastruktur AG website.