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Pass-by noise – Limits and technological potential							
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Pass-by noise L _{p,Aeq}	limits for new rollin stock			Retrofit			
in 7,5m at 80km/h	SchLV (Austria 93)	TSI noise (>2006?)	results	TSI noise			
Electric locomotives	83	85	8184				
EMU's	81	81					
Diesel locomotives	85	85	8183				
DMU's	83	82					
Passenger coaches (including parcel vans)	<i>79</i> 82	80	7781				
Freight wagons (limit for axle per length =0.15 m ⁻¹)	8084	8285	7681	8487			
service and maintenance vehicles	85	-					
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3. Stake holders costs & benefits of noise control							
	stake holder	noise barriers	quiet vehicles				
	residents	noise reduction	noise reduction				
	public administration	costs	no costs				
	Infrastructur operator *)	costs	no costs				
	train operator	not involved	costs				
 *) responsibel for keeping the reception limits There is no economic advantage and only costs for vehicle owners/train operators when they invest in low noise rolling stock (when they pay more for noise reduction at source) economic incentives are needed to stimulate train operators/ vehicle to invest in and use low noise rolling stock 							
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