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National policy measures to promote intermodal transport

Status report of 2012

Note by the secretariat

I. Mandate

1. In accordance with a decision of the UNECE Inland Transport Committee (ITC), the Working Party continues the work carried out by the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysis of national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).
2. As decided by the Working Party (ECE/TRANS/WP.24/129, para. 20), the secretariat reproduces below information provided by Spain.
3. Following review of the 2012 information at the present session of the Working Party, the secretariat will upload this information onto the WP.24 website: <http://apps.unece.org/NatPolWP249>.

II. Questionnaire on national policy measures to promote intermodal transport

Spain

<i>Objectives and issues¹</i>	<i>Explanations</i>
1. Importance of intermodal transport in national transport policy	Increasing importance has been accorded to intermodal transport in the Spanish transport policy over the last decade. Intermodal transport is now a key component of the Infrastructure, Transport and Housing Plan (PITVI) – an instrument for planning transport, infrastructure and housing policy in Spain for the period 2012–2024.
2. National and international bodies	In addition to PITVI, which is a planning tool covering all modes of transport, a Commission for Intermodal Transport has been created within the National Transport Council, the supreme advisory body on transport and part of the Ministry of Development. All service providers (both public and private) are represented on the Commission as well as transport users (trade unions, passengers and consignors). They meet regularly to propose specific action and assess the progress of proposed measures and the implementation of PITVI.
2.1 Take measures to improve national policy coordination (environment, land use, transport)	Current measures in place relating to energy and the environment are the Energy Savings and Efficiency Plan 2011–2020 and the National Registry for Greenhouse Gas Emission Allowances, in which transport policymakers are involved through the working party on transport and climate change.
	An observatory on sustainable urban mobility has been in operation for 10 years. Coordinated by the Dean of the Department of Civil Engineering and Transport of Madrid Polytechnic, it brings together all the passenger transport consortiums of major Spanish cities to share innovative approaches and the results achieved.
	In 2011, work started on an observatory for the multimodal carriage of goods by land and waterways.

¹ For a detailed description of the issues and objectives stipulated in the ECMT Consolidated Resolution refer to ECMT document CEMT/CM(2002)3/FINAL. The objectives and issues contained in the Resolution have been consolidated by the secretariat (for example, the issues of “fair competition” and “transparent and competitive pricing” is mentioned in several indents in the ECMT Resolution).

<i>Objectives and issues¹</i>	<i>Explanations</i>
2.2 Take measures to improve international policy coordination (environment, land use, transport)	Spain takes part in all the committees and working parties established by the European Union and the United Nations dealing with the environment, pollutant emissions, transport and infrastructure policy and the development of new technologies applied to transport.
3. Costs and prices	
3.1 Establish fair competition between modes	Transport prices may be set freely. The possibility of introducing a tax on the use of infrastructures which would allow the external costs of road transport to be included in the price is currently being studied at the technical level. Only road and rail transport provided in line with the public service obligations of the European Union Regulation (EC) No. 1370/2007 are subject to a price approval system.
3.2 Develop cheaper and more efficient interfaces between modes of transport	PITVI provides for the establishment of logistical activity zones that group terminals for different modes of transport, where the use of new technologies eliminates friction costs between modes and enhances interoperability.
4. Networks, terminals and logistics centres	
4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	All the international standards are covered by Spanish law, except those regarding inland waterways as there are no inland waterways in our country.
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	The regional authorities are responsible for establishing logistical activity zones in Spain. However, a coordinated plan of logistical hubs has been developed over the past few years at the national level that has led to an improvement in the current infrastructures and the introduction of railroads in ports. Also, “motorways of the sea” routes have been developed and new short sea shipping transport routes have been opened allowing road transport to be loaded regardless of whether it is accompanied or not.
4.3 Take administrative measures to improve terminal access	At some terminals access is controlled by monitoring the vehicles electronically. For example, to avoid delays at the entrance to the port in Valencia, a license plate reader for trucks has been installed making it possible to verify in the road transport authority’s database whether the vehicle is authorized and who owns it, thereby avoiding manual checks.

<i>Objectives and issues¹</i>	<i>Explanations</i>
4.4 Take administrative measures to improve terminal operations and facilities	<p>We are working, among other things, to:</p> <p>Establish a core network of logistical railway facilities for the arrival and departure of trains, operational around the clock throughout the year</p> <p>Introduce management models for complementary and assistance services provided by railway companies themselves and by companies providing services at their own risk with direct liability</p> <p>Establish agreements on the quality of services in the logistics chain</p>
5. Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	Spain is making considerable efforts to set up the European signalling and train control system (ERTMS/ETCS) on its network. In concrete terms, the system has been introduced both at the infrastructure and locomotive level for the carriage of goods between Barcelona and the French border.
5.2 Introduce electronic information systems	As part of the policy to encourage the carriage of goods by rail, research has begun on systems that provide information on the loading condition and automatic identification systems for wagons and containers. When developing such systems, the requirements concerning the technical specifications for interoperability between freight telematic applications should be taken into account.
5.3 Other measures	
6. Financial and fiscal support measures	
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	The introduction of financial support for investments involving the acquisition of multimodal transport units and installations is currently under consideration. This will depend on the future availability of funds.
6.2 Financial support for operations (specific, initial operations, etc.)	In 2012 support will be made available for the international carriage of goods by rail to compensate for the additional cost incurred on account of the difference in track gauge on the route between Spain and Europe – a cost faced only by this mode of transport and distorting competition between the different modes.
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Not planned.

<i>Objectives and issues¹</i>	<i>Explanations</i>
7. Regulatory support measures	
7.1 Exemption from restrictions and traffic bans	<p>In Spain bans and restrictions on traffic are established by the resolutions of the Directorate-General for Traffic (DGT) under the Ministry of the Interior and apply to national routes, while the Internal Affairs Councils of the Generalitat of Catalunya and the Basque Country do the same for routes on their territories. The following are currently in force: DGT resolution of 24 January 2012 (published in the Official Gazette of Spain on 4 February 2012), resolution by the Basque Country of 15 December 2015 and resolution No. 2927/2011 of 15 December 2011 by the Generalitat of Catalunya.</p> <p>These resolutions do not allow for exceptions for combined or intermodal transport except in the case of loading dangerous goods at ports and airports where the prior authorization of DGT is required.</p>
7.2 Liberalization of initial and terminal hauls	<p>Carriers from the European Union must be in possession of a European Union driving licence; carriers from other countries must have a bilateral permit.</p> <p>When a carrier coming from a third country picks up goods in a single semi-trailer, he must deliver them to a country other than Spain as otherwise it constitutes cabotage, which is prohibited under all bilateral agreements signed by Spain.</p>
7.3 Higher weight limits for road vehicles transporting intermodal loading units	<p>In combined transport, a maximum weight limit of 44 tons may be moved from the loading area to the port or to the nearest train station, provided that the vehicle's tractor has three axles.</p>
7.4 Facilitation of documentary controls	<p>At present, they are no different from the documentary controls for unimodal transport.</p>
7.5 Bonus systems for using intermodal transport	<p>No agreements or bonus systems have been established for combined transport.</p>
7.6 Strict enforcement of road haulage regulations	<p>Infractions are not tolerated. Penalties are applied on a scale in proportion to the excess over the authorized limits, with a zero-tolerance policy.</p>
7.7 Other regulatory support measures	
8. Transport operations	
8.1 Liberalize access to the rail networks	<p>Access to the rail network for freight traffic has been liberalized.</p>
8.2 Liberalize access to inland water transport	<p>There is no inland water transport in our country that warrants regulation.</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
9. Market monitoring	
9.1 Ensure availability of coherent and reliable data	Spain satisfies all the data check requirements imposed by the European Union in its various regulations on road and rail transport. As mentioned, an observatory for the flow, origins and destinations of multimodal transport operations, as well as how it changes over time, is currently being set up.
9.2 Establish inventories of bottlenecks	Within the framework of PITVI, we intend to define the concept of a bottleneck and resolve existing problems in order to increase freight traffic.
9.3 Establish short sea shipping information offices	<p>There is a centre in Spain for the promotion of short sea shipping which, among its most recent projects, developed a transport chain simulator and an observatory for short sea shipping statistics in Spain.</p> <p>A cooperation agreement between the centre and the Directorate-General for Transport of the Ministry of Development is currently being prepared. The agreement should be signed in the next few months and will provide for the sharing of tasks and exchange of information to facilitate the development of intermodal transport.</p>
10. Foster innovations covering all components of the transport chain	<p>A diagnostic study on the status of the introduction and use of new technologies in road and rail transport has just been completed in Spain. It addresses matters relating to the traceability of goods and the use of new transfer techniques and equipment and the way in which they are monitored.</p> <p>The conclusions of the study will be elaborated on in the coming years.</p>
11. Operators in intermodal transport chains	
11.1 Promote cooperation and partnership agreements	Spain is currently setting up two cross-border observatories, one with Portugal (the Spanish-Portuguese Transport Observatory) and the other with France (the Pyrenees Transport Observatory).
11.2 Promote use of intermodal transport for the transport of dangerous goods	Under consideration and one of the topics dealt with in PITVI.
11.3 Promote use of international pools of rail wagons	No information available.
11.4 Promote operation of rail block trains between terminals	No information available.
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	See objective 10.