Support measures for Combined Transport in Austria
WP.24, Intermodal Transport and Logistics, Forum on sustainable transport connectivity

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source: RCG, department MOBILER
Modal split and role of CT in Austria

source: BMVIT, department II/Infra2, data base rail mio.nettotkm
Rail freight transport in Austria 2005-2017

source: BMVIT, data department II/Infra 2, diagram department I/K4

Support measures for Combined Transport in Austria
Intermodal terminals/multimodal nodes in Austria

source: BMVIT, department II/Infra 4

Support measures for Combined Transport in Austria
Austrian transport policy goals as background for support measures

Verkehrsprognose Österreich, (VPÖ 2025+)
(transport forecast 2025+)

Gesamtverkehrsplan
(transport master plan for Austria)

→ Austrian transport policy continues to be driven by a clear model shift strategy, from road to rail.
→ By 2025, 40 per cent of freight transport is to be done by rail.
## Overview on AT-measures to promote modal shift and in particular CT

### Physical measures
- continuous railway infrastructure extension
- investment in intermodal terminals/transport nodes
- investment in CT-innovations (f.e. development of new loading technologies, new waggons, new containers)

### Organisational measures
- railway operation support
- regulative support measures for CT (payload adjustment, liberalised corridors and areas, various exemptions from driving bans, recognition of rest periods)
- fiscal incentives for CT
- support for CT-research and technological development
- other measures (f.e. toll, truck controls, driving bans)
Financial support for CT-operation

- Ministerial support programme „rail freight transport 2018-2022“ (for services in certain production forms in AT), „Schienengüterverkehr 2018 – 2022“ (für die Erbringung von Schienengüterverkehrsleistungen in bestimmten Produktionsformen in Österreich), Staatliche Beihilfe SA.48390 – Österreich

- Grants for:
  - single waggon load transport,
  - unaccompanied combined transport,
  - rolling roads (RoLa)

- Target group: railway companies operating in AT

- All contracts published on the ministerial homepage (in 2018: 22 contracts), call once a year

- Notified budget: 120 M € per year for all 3 types of transport

- Responsible body for applications and processing: SCHIG (Schieneninfrastruktur-DienstleistungsgesmbH)
• **unaccompanied combined transport:**
  grants per transported ITE (container, swap body, semitrailer, mobiler), depending on size and weight, transport distance in AT and specific route production requirements

  ![Diagram of unaccompanied combined transport](source: BMVIT, department I/K4)

• **rolling roads:**
  grants per transported lorry, depending on transport corridor and in some cases differentiation between day and night

  ![Diagram of rolling roads](source: BMVIT, department I/K4)
### Support for unaccompanied combined transport:

<table>
<thead>
<tr>
<th>Verkehrs-Behälter Art/Gewicht/Entfernungsklasse</th>
<th>30-100 km</th>
<th>101-250 km</th>
<th>ab 251 km</th>
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</thead>
<tbody>
<tr>
<td><strong>Inland</strong></td>
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<tr>
<td>GC20, WAB 20, WAB 25 (Länge 20°-29°)</td>
<td>bis 25 Tonnen</td>
<td>19,00</td>
<td>25,80</td>
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<td>ab 25 Tonnen</td>
<td>12,50</td>
<td>19,50</td>
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<tr>
<td>GC30, WAB30 (Länge 30°-39°)</td>
<td>bis 25 Tonnen</td>
<td>26,60</td>
<td>33,30</td>
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<td>ab 25 Tonnen</td>
<td>19,00</td>
<td>26,50</td>
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<tr>
<td>GC40, WAB40 (Länge 40°-45°), SAN 70</td>
<td>bis 25 Tonnen</td>
<td>36,10</td>
<td>49,80</td>
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<td></td>
<td>ab 25 Tonnen</td>
<td>22,70</td>
<td>35,30</td>
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<td><strong>Ein/Aus</strong></td>
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<td>ab 25 Tonnen</td>
<td>18,50</td>
<td>30,40</td>
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<td>10,00</td>
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Support for rolling roads (RoLa):

<table>
<thead>
<tr>
<th>Transport Corridor</th>
<th>Euro per RoLa-consignment</th>
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<tbody>
<tr>
<td>Brenner-Corridor</td>
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<tr>
<td>Roncafort - Wörgl</td>
<td>76 Euro day / 33 Euro night</td>
</tr>
<tr>
<td>Roncafort - Regensburg</td>
<td>94 Euro day / 47 Euro night</td>
</tr>
<tr>
<td>Brennersee - Regensburg</td>
<td>94 Euro day / 47 Euro night</td>
</tr>
<tr>
<td>Brennersee - Wörgl</td>
<td>76 Euro day / 33 Euro night</td>
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<tr>
<td>Tauern-Corridor</td>
<td>81 Euro</td>
</tr>
<tr>
<td>Pyhrn-Schober-Corridor</td>
<td>77 Euro</td>
</tr>
</tbody>
</table>

- RoLa consignment = lorry or motor vehicle with semitrailer
- Day train between 05:00 a.m. and 10:00 p.m.
- Night train between 10:01 p.m. and 04:59 a.m.
Financial support for CT-terminal investments

• Ministerial support programme for industrial sidings and intermodal terminals 2018-2022, „Programm für die Unterstützung des Ausbaues von Anschlussbahnen sowie von Umschlagsanlagen des Intermodalen Verkehrs“, Staatliche Beihilfe SA.48485 – Österreich

• Grants for:
  – new construction and enlargement of industrial sidings and intermodal terminals,
  – investment in existing sidings

• Target group: companies based in AT; precondition: nondiscriminatory operation of intermodal terminals

• Minimal duration of operation of terminals: 5-11 years depending on support

• Maximum grant: up to 50% of investment costs

• Notified budget: 10 M € per year

• Responsible body for applications and processing: SCHIG (Schieneninfrastruktur-DienstleistungsgesmbH)
Financial support for Research and Technological Development

• Ministerial research promotion programme “Future Mobility” 2012-2020,
  Programm “Mobilität der Zukunft”

• Grants for: cooperative and strategic research projects concerning passenger and goods transport mobility with application-oriented focus

• Target groups: university and non-university research institutions, companies, NGOs, public agencies including transport providers

• Coverage: Austria (primarily), international participation possible

• Biannual calls for proposals with thematic focus

• Total budget: approx. 13-19 M € per year, 4 M € for goods transport

• Responsible body for applications and processing: FFG (Austria Research Promotion Agency)
Financial support for Innovations in CT

- Ministerial support **programme for innovations in combined freight transport**
  

- Grants for: facilities or systems for CT using rail or inland shipping

- Expenses eligible for support:
  - investment in intermodal loading units and special purpose vehicles (containers, swap bodies, semi-trailers, adjustments on vehicles)
  - use of innovative technologies and systems (innovative loading technologies, information- and communication systems for multiple modes)
  - feasibility studies for precise implementation measures
  - target-oriented training measures (language courses, initial training for new IT-solutions)

- 3 calls per year
• 30% support for investments, 50% support for feasibility studies and training

• Budget: approx. 3 M€ per year

• Goals: shift of 5 billions tkm per year, reduction of CO2-emissions up to 400,000 tons/year and of NOx-emissions up to 3,000 tons/year

• Responsible body for applications and processing: SCHIG (Schieneninfrastruktur-DienstleistungsgesmbH)

Source: http://www.montansped.com/de/leistungen/kombinierter-verkehr
Thank you for your attention!

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source: BMVIT, department I/K4