

# Support measures for Combined Transport in Austria

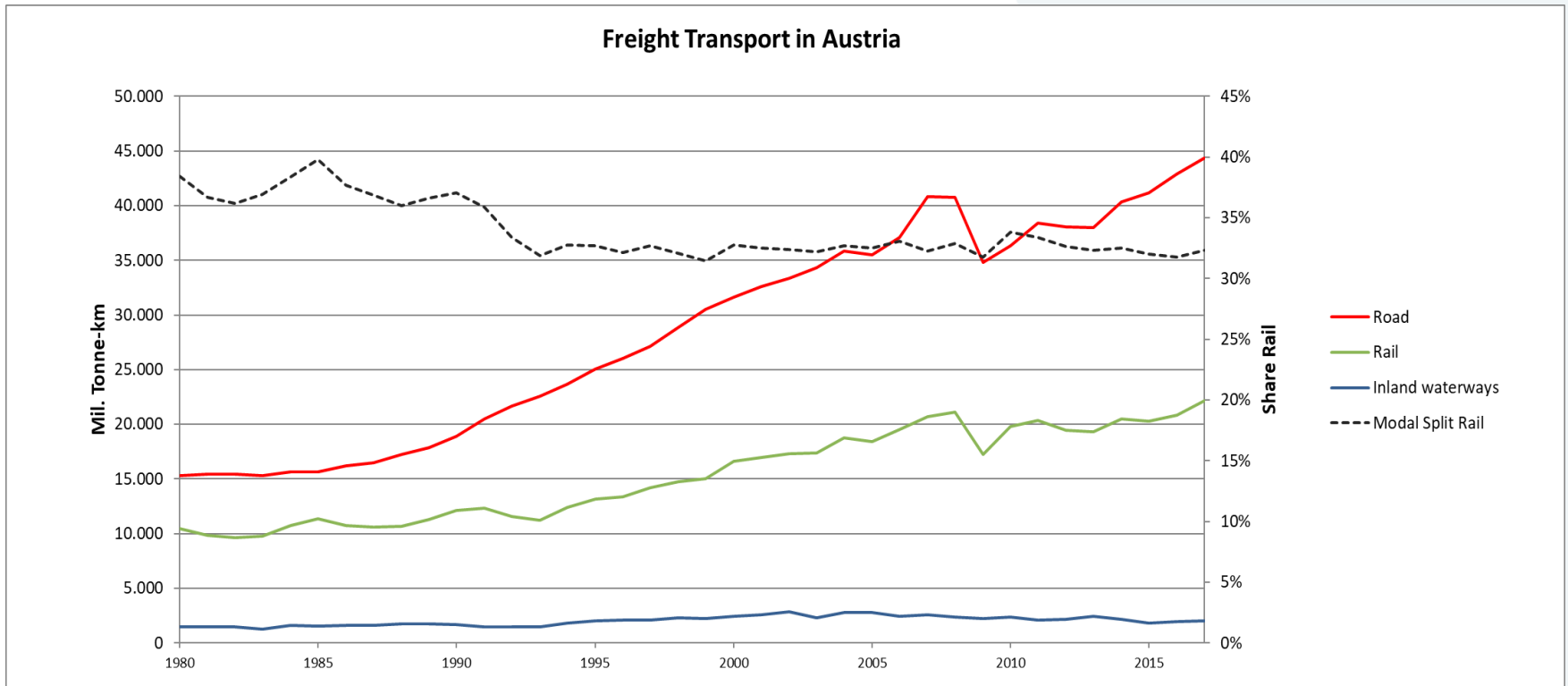
WP.24, Intermodal Transport and Logistics,  
Forum on sustainable transport connectivity

Julia Elsinger  
BMVIT, Department I/K4  
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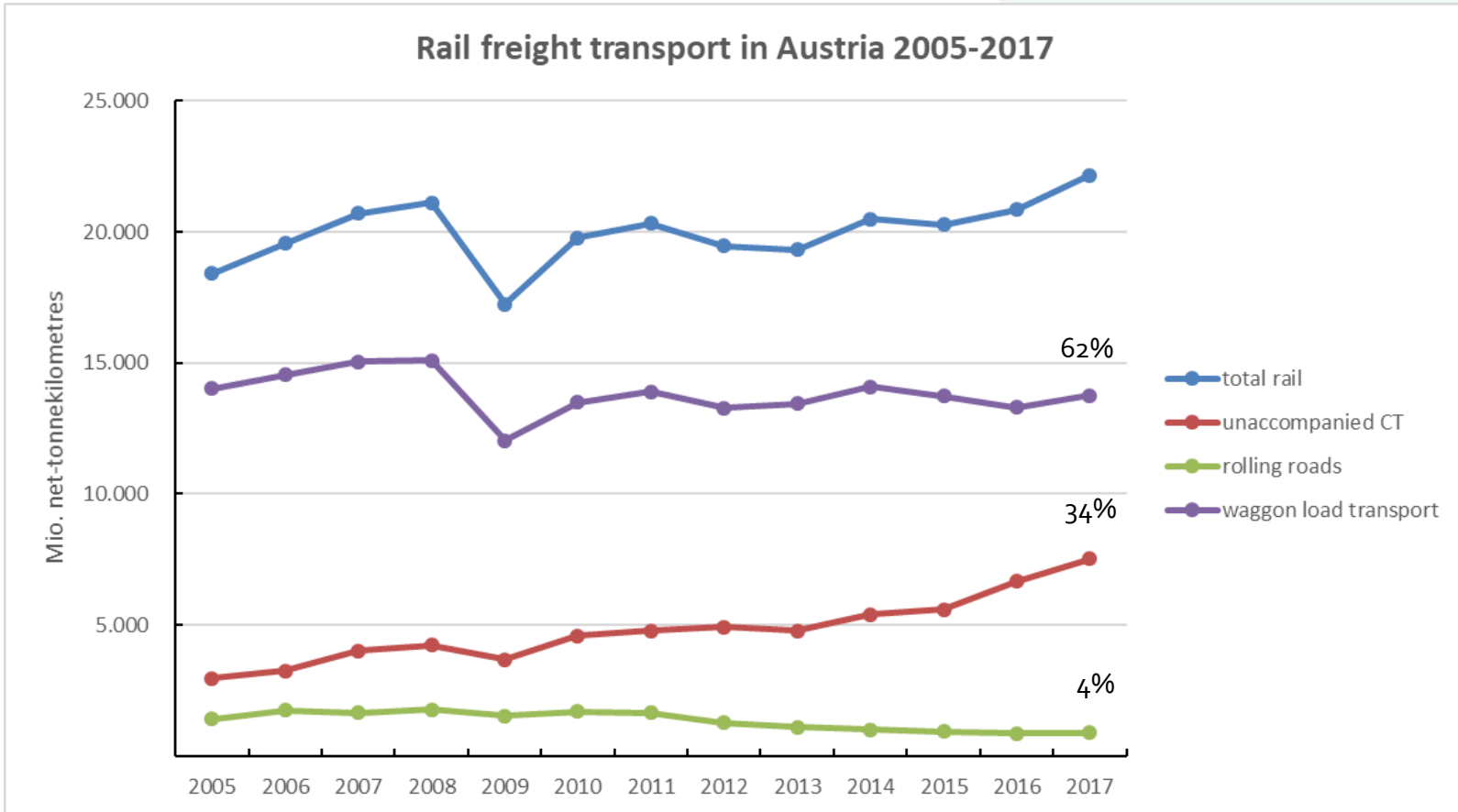


source: RCG, department MOBILER

## Modal split and role of CT in Austria



source: BMVIT, department II/Infra2, data base rail mio.nettotkm



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

## Intermodal terminals/multimodal nodes in Austria



source: BMVIT, department II/Infra 4

## 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  
<https://www.bmvit.gv.at/verkehr/eisenbahn/foerderung/sgv2018/vertraege2018/index.html>
- 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



source: BMVIT, department I/K4

- **rolling roads:**

grants per transported lorry, depending on transport corridor and in some cases differentiation between day and night



source: BMVIT, department I/K4



## Support for unaccompanied combined transport:

Abteilungssatz in EUR pro ITE					
Verkehrs-, Behälter Art/Gewicht/Entfernungsklasse			30-100 km	101- 250 km	ab 251 km
Inland	GC20, WAB 20, WAB 25 (Länge 20'-29')	bis 25 Tonnen	19,00	29,80	38,20
		ab 25 Tonnen	12,50	19,50	23,70
	GC30, WAB30 (Länge 30'-39')	bis 25 Tonnen	26,60	38,30	44,40
		ab 25 Tonnen	19,00	29,50	37,20
	GC40, WAB40 (Länge 40'-45'), SAN 70	bis 25 Tonnen	36,10	49,80	55,80
		ab 25 Tonnen	22,70	35,30	45,10

Eini/Aus	GC20, WAB 20, WAB 25 (Länge 20'-29')	bis 25 Tonnen	16,20	25,80	31,40
		ab 25 Tonnen	10,70	16,80	20,50
	GC30, WAB30 (Länge 30'-39')	bis 25 Tonnen	22,90	33,10	38,40
		ab 25 Tonnen	16,30	25,50	32,20
	GC40, WAB40 (Länge 40'-45'), SAN 70	bis 25 Tonnen	31,10	43,10	48,30
		ab 25 Tonnen	19,50	30,40	38,00

Durchfuhr	GC20, WAB 20, WAB 25 (Länge 20'-29')	bis 25 Tonnen	9,50	16,40	18,70
		ab 25 Tonnen	6,50	10,50	12,00
	GC30, WAB30 (Länge 30'-39')	bis 25 Tonnen	14,30	21,00	22,90
		ab 25 Tonnen	10,00	16,00	19,00
	GC40, WAB40 (Länge 40'-45'), SAN 70	bis 25 Tonnen	19,50	27,40	28,70
		ab 25 Tonnen	11,90	19,10	23,00

Bergzuschlag	GC20, WAB 20, WAB 25 (Länge 20'-29')	bis 25	1,80	1,80	1,80
		ab 25	1,80	1,80	1,80
	GC30, WAB30 (Länge 30'-39')	bis 25	2,70	2,70	2,70
		ab 25	2,70	2,70	2,70
	GC40, WAB40 (Länge 40'-45'), SAN 70	bis 25	3,60	3,60	3,60
		ab 25	3,60	3,60	3,60

## Support for rolling roads (RoLa):

Transport Corridor	Euro per RoLa-consignment
<b>Brenner-Corridor</b>	
Roncafort - Wörgl	76 Euro day / 33 Euro night
Roncafort - Regensburg	94 Euro day / 47 Euro night
Brennersee - Regensburg	94 Euro day / 47 Euro night
Brennersee - Wörgl	76 Euro day / 33 Euro night
<b>Tauern-Corridor</b>	81 Euro
<b>Pyhrn-Schober-Corridor</b>	77 Euro

- 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 2015-2020**, „*Innovationsprogramm Kombiniertes Güterverkehr*“, *Staatliche Beihilfe SA 41100 2015 N – Österreich*
- 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 CO<sub>2</sub>-emissions up to 400.000 tons/year and of NO<sub>x</sub>-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!

Julia Elsinger  
BMVIT, Department I/K4  
[julia.elsinger@bmvit.gv.at](mailto:julia.elsinger@bmvit.gv.at)



source: BMVIT, department I/K4