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**MONITORING AND ANALYSIS OF NATIONAL MEASURES TO PROMOTE
INTERMODAL TRANSPORT**

Transmitted by the European Conference of Ministers of Transport (ECMT)



**EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT
COMMITTEE OF DEPUTIES**

Group on Intermodal Transport and Logistics

NATIONAL MEASURES TO DEVELOP COMBINED TRANSPORT

21 ECMT Member countries forwarded to the Secretariat national measures taken for the development of combined transport.

These information are reproduced in the document hereafter.

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TABLE OF CONTENTS

GERMANY	4
AUSTRIA	6
BELGIQUE	12
BULGARIA.....	15
FINLAND.....	19
FRANCE.....	21
HUNGARY	24
ITALY	26
LATVIA	27
LITHUANIA	28
NORWAY	29
NETHERLANDS	30
POLAND	32
POLAND	32
PORTUGAL.....	33
SLOVAK REPUBLIC.....	35
SLOVAK REPUBLIC.....	35
CZECH REPUBLIC	37
ROMANIA	38
UNITED KINGDOM	40
SLOVENIA	44
SUEDE / SWEDEN.....	50

SWITZERLAND	58
SWITZERLAND	59
TURKEY	61

GERMANY

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

As one of the essential objective of its transport policy, the Federal Republic of Germany aims at increasing the share of rail and waterway transport -- being environmentally friendly modes of transport -- in the overall growth of the goods transport volume. This is to be achieved within the framework of an integrated overall transport system. Combined transport is of great importance in this connection because it brings about a considerable shift of traffic from the roads to the railways and waterways.

2. FINANCIAL SUPPORT FOR INVESTMENT

Financing of the combined transport terminals of Deutsche Bahn AG (German Railway Company) and of other private companies (e.g. ports, private railway companies).

The Federal Government promotes combined transport by providing construction cost subsidies for the construction of new high-capacity intermodal terminals and the upgrading of existing terminals (rail/road or waterway/rail/road). These subsidies are provided either under the Federal Railway Infrastructure Upgrading Act, if the facilities are terminals operated by DB Netz AG, or on the basis of the Guideline to Promote Combined Transport Transshipment Facilities of 1 November 2002. This guideline is in force until 31 October 2005.

The successor guideline, covering the period to 2008, has been prepared and submitted to the Commission for review to ensure that it complies with state aid rules.

To date, notifications of the award of a grant under the Promotion of Combined Transport Guideline have been issued for the construction and upgrading of 62 combined transport transshipment facilities, with funding totalling around € 418 million (32 combined rail/road transport facilities with funding of around € 263 million, 30 combined inland waterway/road facilities with funding of around € 155 million).

3. FINANCIAL SUPPORT FOR OPERATION

The introduction of the Guideline to Promote New Combined Transport Services by Rail and Inland Waterway, which took effect on 1 May 2005, has created a new tool for the targeted promotion of combined transport outside the infrastructure sphere, based on the model of the EU's former PACT programme (PACT = Pilot Actions for Combined Transport). Funding is provided to combined transport links within Germany plus the German sections of international links, with the exception of transit services. The funding programme makes it possible to provide start-up aid (initial financing) to cushion any capacity shortfall that occurs when new ranges of combined transport services are established and investment subsidies for combined transport equipment. The programme will run for three years and provides annual funding totalling € 15 million.

4. FISCAL INCENTIVES

- Exemption from motor vehicle tax for those vehicles that are exclusively used in initial and terminal haulage.
- Refund of motor vehicle tax for vehicles used in piggyback transport.

5. OTHER SUPPORT MEASURES

- Maximum permissible weight rose to 44 tons for initial and terminal road haulage.
- Exemptions from the driving ban on weekends and bank holidays and from the holiday driving ban.
- In the case of the Rolling Road, the time spent by the driver on the train is counted against his daily rest hour.

6. MEASURES TO BE TAKEN IN THE FUTURE

The successor guideline to the Guideline to Promote Combined Transport Transshipment Facilities of 1 November 2002, which is in force until 31 October 2005, is to be introduced. See also no. 2 above.

AUSTRIA

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

In the framework of Austrian transport policy, combined transport is considered to be of central importance for solving present and future problems with regard to freight transport by road caused by Austria's geographical and topographical situation.

Due to increased traffic flows both within and through Austria, in particular on the roads, Austria has been introducing early measures for the support of environment-friendly modes, such as rail or combined transport.

2. FINANCIAL SUPPORT FOR INVESTMENT

2.1. *Programme for the promotion of combined goods transport road/rail/ship*

The "Programme for the promotion of combined goods transport road/rail/ship" contains substantial measures for the financial promotion of combined transport in Austria. The main characteristics of this programme are as follows:

- objective:
development of combined transport in order to encourage the shift of goods transport from road to environment friendly modes of transport and to reduce the growth of road transport.
- duration of the programme:
1/1/1999 to 31/12/2002
- what is supported:
investments in installations, systems and equipment, which are necessary for the transport or handling of goods in combined transport road/rail/ship.
- applications:
applications may be submitted by physical and legal persons as well as unincorporated firms of civil and commercial law; Regional administrative bodies are, however, not entitled to submit applications.
- projects eligible for aid:
 - plants and installations for combined transport (in particular combined transport terminals and loading equipment, e.g. cranes and stackers),
 - combined transport equipment (in particular containers and swap bodies, vehicles and boxes specially fitted for the use of combined transport),

- implementation of innovative technologies and systems for the improvement of combined transport services,
 - feasibility studies in connection with implementing measures and
 - costs for training in specific EDP-systems or techniques.
- expected results:
improved co-operation between road, rail and shipping as well as optimised traffic flows, thereby reducing the strain of heavy goods transport on the road network, less environmental damage and increased road safety.
 - amount of aid:
the amount of aid is based on the expected reduction in road traffic and reaches up to max. 30% of the accountable investment costs for physical investments and up to max. 50% of the accountable costs for feasibility studies and training measures.
 - financial dimension:
approximately 2.9 million Euros per year.
 - further information:
ERP-Fonds, Renngasse 5, 1010 Wien, Tel. 53 464/4002, Fax 53464/4015 or on the Website http://www.erp-fonds.gv.at/erp/richtlinien/erp_verk.htm.

2.2. *Financing of terminal infrastructure*

According to § 2 of the Austrian Federal Railways Act, the Republic of Austria pays for the provision and the improvement of the rail infrastructure. While this also includes infrastructure for combined transport terminals, it does not cover warehouses and loading equipment. Terminals, where the rail infrastructure has been financed with public money, have to be open for third parties according to the law on railways, even if the infrastructure is operated and additional equipment (e.g. loading equipment) is financed by the Austrian Federal Railways. Public financing for a part of the terminal infrastructure is also possible if the terminals are operated by private owners, on the condition that these private owners are licensed railway companies. When public funding is provided, open access to the private combined transport terminal has to be guaranteed.

3. FINANCIAL SUPPORT FOR OPERATION

§ 3 of the Austrian Federal Railways Act of 1992 states that, according to Regulation (EEC) No. 1191/69 issued by the Council on 26 June 1969, and as amended by Regulation (EEC) No. 1893/91 issued by the Council on 20 June 1991, transport which is considered to be of public interest, e.g. for environmental reasons, may be ordered as “public services”.

A preliminary remuneration of 800 million ATS was agreed upon for public service operations carried out in the framework of combined transport (unaccompanied combined transport in transit through Austria and all rolling road connections) for the year 2001. The final remuneration depends on the results achieved (i.e. the number of consignments transported). This system is also foreseen for 2002. In the context of public services in combined transport, special tariff reductions amounting to 100 million ATS and concerning only rolling roads were granted in 2001, also due in particular to the tunnel catastrophes.

4. FISCAL INCENTIVES

4.1 *Incentives regarding vehicle tax*

- All national vehicles (i.e. motor vehicles and their trailers) exceeding 3.5 t are exempt from vehicle tax, if -- during that calendar month -- they are used exclusively for initial and terminal haulages for combined transport rail/road, i.e. the pick-up from and delivery to the nearest technically suitable terminal of containers of at least 20' length, swap bodies or semi-trailers transported by rail.
- On request, national vehicles exceeding 3.5 t which make use of rolling roads or (in the case of semi-trailers) unaccompanied combined transport on Austrian soil are reimbursed 15 per cent of the monthly vehicle tax for each combined transport journey effected by rail. This reimbursement may rise to 100 per cent of the annual vehicle tax.

4.2 *Incentives regarding road usage fee*

For accompanied (rolling road) and unaccompanied combined transport, road usage fees for initial and final road hauls to/from the nearest terminal in Austria are refunded. The refund amounts at present to 8 Euros (=daily road usage fee) per transport of a motor vehicle, semi-trailer or a swap body at least 12 m long or of a container of at least 40 foot. It amounts to 4 Euros per transport of a semi-trailer or a swap body under 12 m, or of a container under 40 foot, but with a minimum length of at least 20 foot. The refund is shown separately on the combined transport invoice and directly credited to the transporter (which means, for example, that the price paid by the transporter for the rolling road service is reduced by 8 Euros).

5. OTHER SUPPORT MEASURES

5.1 *Payload adjustment*

According to the Austrian "Motor Vehicle Act" ("Kraftfahrzeuggesetz") the sum of the total weight and the sum of the axle weight of motor vehicles and their trailers are laid down as follows:

- | | |
|--|------|
| – transport of goods by road generally | 38 t |
| – initial and final road hauls in combined transport to/from the nearest technically suitable terminal in Austria: | |
| • for semi-trailers which can be handled by crane: | 39 t |
| • for the carriage of containers and swap bodies: | 42 t |

These weights are increased by 5 per cent for motor vehicles registered within the European Union (i. e. 40 t for transport of goods by road in general, and for initial and final road hauls in combined transport, 41 t for semi-trailers which can be handled by crane and 44 t for the carriage of containers and swap bodies). The limit values indicated for vehicles registered in an EU State are also valid for vehicles registered in countries which have a transport agreement with the EU and where full reciprocity is granted.

5.2 *Liberalised initial and final combined transport hauls*

For combined transport operations, the initial and final road leg is liberalised for motor vehicles registered within the European Union or the European Economic Area and holding a Community licence, taking into account the relevant legal provisions of the European Union (in particular also regulation (EC) 881/92).

5.3 *Liberalised corridors for rolling roads*

According to a decree of the Austrian Federal Ministry for Transport, Innovation and Technology specific road corridors for initial and final hauls of rolling road connections to the terminals quoted below do not require permits (i. e. no bilateral road permit for goods transport is necessary on these corridors, provided that the journey is an initial or final road haul of rolling road connections):

- Corridors to Terminal Wels:
 - Wels - border crossing Suben (Germany)
 - Wels - border crossing Braunau (Germany)
 - Wels - border crossing Schärding-Neuhaus (Germany)
 - Wels - border crossing Walserberg/Autobahn (Germany)
 - Wels - border crossing Wulowitz (Czech Rep.)
- Corridors to Terminal Villach Süd:
 - Villach Süd - border crossing Thörl-Maglern/Autobahn (Italy)
 - Villach Süd - border crossing Karawankentunnel (Slovenia)
 - Villach Süd - border crossing Lavamünd (Slovenia)
 - Villach Süd - border crossing Bleiburg (Slovenia)
- Corridor to Terminal Wörgl:
 - Wörgl - border crossing Kiefersfelden
- Terminal Brennersee:

No corridor arrangement exists for the RoLa Brennersee – Manching, but free approach is possible from the border crossing Brennerpass to the loading place. Control is effected by the customs authorities.

5.4 *Liberalised areas for rolling roads*

Initial and final hauls used for loading and unloading do not require any permit within a radius of 70 km around the terminals of Wels and Salzburg, if rolling roads are used.

5.5 *Exemption from the Weekend and holiday driving ban on lorries*

Journeys with motor vehicles and trailers exceeding 3.5 t as well as motor vehicles and tractors exceeding 7.5 t are forbidden on Saturdays from 3 p.m. to 12 p.m. and on Sundays and Holidays from 00 a.m. to 10 p.m. Journeys, which are carried out in the context of combined transport only and do not exceed a radius of 65 km to or from the following terminals, are exempted from that ban:

- Brennersee
- Graz - Ostbahnhof
- Salzburg - Hauptbahnhof
- Villach - Fürtitz
- Wels - Verschiebebahnhof

- Wien - Südbahnhof
- Wien - Nordwestbahnhof
- Wörgl

5.6 Exemption from the Summer holidays driving ban on lorries

On every Saturday from 1 July to 31 August each year, journeys with motor vehicles and trailers exceeding 7.5 t are forbidden from 8 a.m. to 3 p.m. on certain roads. Journeys, which are carried out in the context of combined transport rail-road from and to the nearest suitable rail loading station, are exempted from that ban.

5.7 Exemption from the Night driving ban

Motor vehicles exceeding 7.5 t which do not comply with the noise emissions standards for the so called "lärmarme KFZ" ("low noise vehicles") are not allowed to circulate from 10 p.m. to 5 a. m. Journeys, which are carried out in the context of combined transport from and to the following rail stations on clearly specified road corridors, are exempted from that ban in both directions:

- Wien Südbahnhof - border crossing Nickelsdorf (Hungary)
- Wien Südbahnhof - border crossing Klingenbach (Hungary)
- Graz Ostbahnhof - border crossing Spielfeld (Slovenia)
- Graz Ostbahnhof - border crossing Heiligenkreuz (Hungary)
- Villach-Fürnitz - border crossing Rosenbach (Slovenia)
- Villach-Fürnitz - border crossing Arnoldstein (Italy)
- Verschiebebahnhof Wels - border crossing Suben (Germany)
- Verschiebebahnhof Wels - border crossing Walserberg (Germany)
- Verschiebebahnhof Wels - border crossing Wullowitz (Czech Rep.)
- Bahnhof Salzburg - border crossing Walserberg (Germany)
- Bahnhof Brennersee - border crossing Brenner (Italy)
- Terminal Wörgl - border crossing Kiefersfelden (Germany)

5.8 Exemption from Eco-points system

According to Protocol 9 of the Accession Treaty between Austria and the European Union transit-journeys, which are carried out in the context of combined transport and whereby the Austrian border is crossed once by rail and once by road, are exempt from the Eco-point system.

5.9 Supplementary permits for the use of combined transport

Numerous bilateral agreements on road goods transport (for example with Hungary and Slovenia) have been drawn up with additional protocols for the promotion of combined transport. These additional protocols state, amongst other specific measures, that supplementary permits for road goods transport will be issued if rolling roads in, to and from Austria are used.

5.10 *"Bonus" Eco-points ("Belohnungsökopunkte") for the use of combined transport*

On 1 January 1997, a "bonus" system for eco-points was introduced for the use of combined transport. Austrian hauliers, who use rolling roads, are entitled to additional eco-points: On request, one journey with eco-points is credited for each round-trip (or for 2 single journeys) on a rolling road in Austria.

5.11 *Rest periods on rolling/floating roads*

According to Austrian labour legislation, the time a lorry driver spends on a rolling road train will be regarded as a rest period.

<h2>6. MEASURES TO BE TAKEN IN THE FUTURE</h2>
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The measures for the support of combined transport quoted above are regularly revised and updated according to the latest developments. Apart from the measures indicated above, the Austrian measures for the promotion of rail and combined transport include clearly defined measures for infrastructure on the following main axes:

- Brenneraxis (München - Verona - Bologna),
- Tauernaxis (München - Salzburg - Villach - Tarvisio - Udine/Rosenbach-Ljubljana),
- Axis Phyrn-Schoberpass (Regensburg - Graz - Spielfeld/Straß - Maribor),
- Donauaxis (Nürnberg - Wien - Nickelsdorf/Sopron (Ödenburg)/Bratislava),
- Pontebbana-axis (Prag - Wien - Tarvisio - Pontebba - Udine)

BELGIUM

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

Introductory note

In Belgium, responsibilities for transport are divided between: the Federal authorities, for access to the profession, vehicle and plant registration and rail transport in general; and to the Regions, for traffic and infrastructure management for the other modes, inland waterway, maritime and road transport.

Federal Public Service

In order to help achieve a better balance in the modal split for freight transport, the Federal Government decided to provide support for the users of intermodal transport units (containers, swap-bodies and semi-trailers) for terminal-terminal and/or terminal-hub transport by rail in Belgium. The latter aid is applicable in 2005, 2006 and 2007.

Brussels-Capital Region

The mobility plan for the Brussels-Capital Region (IRIS), which was approved in 1998, makes provision for ensuring freight transport by alternative modes to road. For this purpose, the main strategies are:

- to develop the rail link between the outer harbour and new freight train formation infrastructure at Schaerbeek;
- to develop the only trimodal container terminal linking inland waterway and combined rail-road transport;
- to make land available for new logistics activities.

Flemish Region

In the combined transport sector, support measures were implemented by three specialised agencies:

- Waterwegen en Zeekanaal nv
- Scheepvaart nv
- Agentschap Maritieme Dienstverlening en Kust (MD&K).

Walloon Region

- Work on an integrated development scheme for freight networks and terminals in order to implement a voluntary strategy aimed principally at securing a modal shift. One of the measures under consideration is to strengthen reserve capacity in the inland waterway sector.
- A package of 21 priority measures for the promotion and development of inland waterway transport (fiscal, land-use planning and pricing measures).
- A plan for measures to develop and promote logistics services throughout Hainaut (EU Objective 1 Funding -- opportunity).

2. FINANCIAL SUPPORT FOR INVESTMENT

Flemish Region

Inland waterways and maritime canals: participation in public-private partnership projects to build loading and unloading facilities (EUR 4 200 000 in 2006 and EUR 1 615 000/year in 2007, 2008 and 2009).

Walloon Region

Financial support measures for combined transport investment include:

- Premium for retrofits of the inland waterway fleet in the Walloon Region (engine, plant and computer or telecommunications software).
- Premium for firms making investments aimed at facilitating the development of inland waterway transport.

The total allocated since August 2005 amounts to EUR 726 740.

3. FINANCIAL SUPPORT FOR OPERATION

Federal Public Service

Financial support for combined transport of freight by rail:

- Financial support from 2005 to 2007 for operators who organise combined transport services by rail for the carriage of freight, comprising a flat rate per km unit and for handling (minimum distance 51 km inside Belgium).
- Total budget total: EUR 15 000 000 in 2005, EUR 30 000 000/year in 2006 and 2007.

Flemish Region

- Low pilotage duties for Short Sea Shipping (SSS) from 2002 to, at least, 2006.
- Hire of transport and management specialists (approximately EUR 350 000/year from 2006 to 2009).

Walloon Region

- Subsidy for the development of regular container transport services by inland waterway in the Walloon Region in 2005 (total EUR 370 000 split over two years).

4. FISCAL INCENTIVES

Walloon Region

Navigation dues were abolished in 2006.

5. OTHER SUPPORT MEASURES

Every Region finances studies, development schemes and plans for transport systems, their efficiency and the organisation of terminals and logistics.

Walloon Region

- Finalising and co-ordinating the multimodal hub network.
- Identifying and reserving land for multimodal accessibility.

6. MEASURES TO BE TAKEN IN THE FUTURE
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Cf. the policies outlined in Part 1.

BULGARIA

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

The rules and conditions for the implementation of the combined freights on the territory of the Republic of Bulgaria are regulated by Regulation No 53/2003 for Performing of combined transport. One of the main objectives of transport sector in Bulgaria is the future development of intermodal transport system and higher quality of freight transport services in compliance with EU policy in that segment. Efforts are concentrated on the development of a network for combined transport that overlaps with European transport corridors. Development of intermodal transport is an immediate, as well as long-term priority for the National Transport Policy. In the future, success in the development of intermodal transport depends mainly on the existence of good interconnections between transport companies, like rail-marine transport, rail-auto carriers or rail-river transport.

The routes associated with combined transport development and the schemes of the main domestic and international combined transport routes coincide with the routes of the lines in Bulgarian sections as per European Agreement on Important International Combined Transport Lines and Related Installations (AGTC). Bulgaria is a Contracting Party in AGTC since 1994.

Integration of the transport system of the Republic of Bulgaria to the EU countries

The integration of the transport system of the Republic of Bulgaria to the EU countries is a priority for the Ministry of Transport. According to the adopted Strategy for development of the transport infrastructure, the implementation of priority investment projects of national importance is envisaged up to 2015. We expect to achieve a considerable improvement of the transport infrastructure in a long-time period by realization of these projects. For the development of network allowing intermodal transport the next measures should be undertaken:

- Improvement of the technical, technological and operational parameters of the terminals;
- Construction of a new (terminals and freight villages) and the reconstruction of the already existing infrastructure for intermodal transport;
- Modernization, rehabilitation and electrification of the railway connections between the seaports and river ports.

Normative documents

It is important the normative documents, related to the combined transport development, to be drafted and regularly checked for their compliance to the EU general principles and priorities. In this respect the efforts are concentrated to:

- Drafting normative documents in order that Bulgaria is accessed to the international agreements, concerning border control of the goods and Community customs regime for international

combined transport; and to solve the problems and technical impediments arising from these activities on the borders between the EU countries and the associated to the EU countries;

- Drafting normative documents, tariff policy, information services, etc. to increase the competitiveness of the railway transport with regard to its efficiency, safety and environmental friendliness.

In the process of drafting of new efficient decisions to further develop the EU policy in the sphere of railway and combined transport, the world experience, the experience and the policy of the EU countries, the problems and the priorities to promote these modes of transport in the CEEC should be acknowledged.

2. FINANCIAL SUPPORT FOR INVESTMENT

The elaborated by the Ministry of Transport **Strategy for development of transport infrastructure of the Republic of Bulgaria till 2015** defines a long-term vision for the construction of the necessary transport infrastructure of the Republic of Bulgaria. In the document the main projects with national importance are identified and prioritized on the basis of preliminary defined criteria. It is considered that these are the projects which implementation will meet the most pressing needs for improvement of the Bulgarian transport infrastructure including the infrastructure allowing intermodal transport. The projects are presented with their indicative costs, sources of financing, project readiness and terms for planning and implementation.

At the same time in a process of preparation is the Sectoral Operational Programme on Transport -- a part of the National Strategic Referent Framework, which on the basis of coordinated sequence of priorities defines the strategy development of the transport sector for the period 2007-2013.

The implementation of above-mentioned projects will allow enhancing the capacity of the network, achieving the necessary interoperability with the Trans-European Transport Network, as well as elimination of the bottlenecks along the main axes and foster the combined transport. In that view financing of the transport policy is a governmental priority. To provide the investment projects the following budget, non-budget and alternative sources of financing are envisaged:

- Financing of specialised funds of the EU-Cohesion Fund and European Regional Development Fund;
- Assistance of international organisations;
- Public-private partnership (concessions);
- State Budget.

3. FINANCIAL SUPPORT FOR OPERATION

On the 26 January 2006 the Council of Ministers adopt a decision for participation of the Republic of Bulgaria in the Community Programme "Marco Polo", which is an important step to multimodal transport development. The Programme accept all reasonable proposals how to shift freight transportations from road to other modes of transport, which are less harmful for environment and make popular multi-modal land and water transport.

At the present the Memorandum of Understanding is signed and a procedure of its ratification in Bulgarian National Assembly is in progress. After the completion of that procedure, the MoU will enter into force and Bulgaria will pay a financial contribution in the common budget of the Programme. The projects, which could be funded under the Marco Polo Programme, shall be submitted by a consortium of two or more undertakings, established in at least two different Member States or in at least one Member State and

one close third country. We expect that the Bulgarian transport undertakings will take the opportunity to apply for funding of this community programme and will be able to improve their activities in the field of combined transport.

4. FISCAL INCENTIVES

Fiscal incentives are provided in the bilateral agreements on international combined transport of goods, in which the Republic of Bulgaria is a Contracting Party. In the framework of these agreements the following measures for promotion of combined transport are defined:

- Undertaking of all necessary actions that the relevant bodies, responsible for combined transport to agree upon urgent measures supporting combined transport of goods, having in mind the advantages it provides;
- Taking all necessary measures, so that the road vehicles carrying out combined transport of goods to/from the combined transport terminals not to be subject to transport prohibitions applied on Saturdays, Sundays and national holidays;
- Taking of all necessary measures to create conditions for passing of road vehicles with total weight up to 44 tons in the initial and final leg of the combined transport journey;
- Undertaking all necessary actions to accelerate the border control procedures for combined transport and assisting in the transfer of the customs clearance from the border crossings points to the intermodal terminals (on the railway network and in ports).
- Defining the ratio of performed transport journeys and bonus quota of road transport permits for Ro-La and Ro-Ro services within the framework of combined transport between territories of the Contracting Parties and transit through their territories, performed by road vehicles registered in the territory of either of the Contracting Parties.

5. OTHER SUPPORT MEASURES

Through a grant under the Phare 2000 Programme of the European Commission a project “**Development of Strategy for Integration of the Bulgarian Railway Infrastructure into the European Intermodal Transport Network**” was financed. The implementation of the project was completed at the beginning of June 2006.

The main project objective is the future development of an efficient intermodal transport system and the delivery of higher quality freight transport services in the Republic of Bulgaria territory, in accordance with EU policy for the intermodal transport system. The following specific objectives and project goals have been identified:

- To continue the process of strengthening of the National Railway Infrastructure Company (NRIC) institutional capacity in order to develop a national railway network providing efficient intermodal services in accordance with EU policy and the needs of a fast running European transport market;
- To investigate the opportunities for using the PPP mechanisms in the field of intermodal transport which could increase the effectiveness of the investment process as a whole by providing possibilities for widening of the product and involving private investments in the railway sector;
- Using the experience gained by this project NRIC will have a better ability to join in the process of identification and selection of transport projects to be proposed for financing under the EU

Cohesion Fund and Structural funds regulations, and to benefit from EU programmes like "Marco Polo II" after Bulgarian accession to the EU in 2007.

6. MEASURES TO BE TAKEN IN THE FUTURE

The implementation of the above-mentioned **Strategy for development of transport infrastructure of the Republic of Bulgaria till 2015** is a main purpose of the Ministry of Transport in the future. It is of particular importance to be established appropriate conditions for the implementation of the planned projects for development of the transport infrastructure.

According to the recommendations in "**Development of Strategy for Integration of the Bulgarian Railway Infrastructure into the European Intermodal Transport Network**" project, a new legal framework should be prepared for the creation of Freight Villages across Bulgaria. Any specific regulations should be set in place, such as the operations of Freight Villages/Intermodal terminals, their size, any possible subsidies and all matters, which are going to set the intermodal "rules".

FINLAND

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

The aim of the general transport policy in Finland is intelligent and sustainable mobility and transport where the economic, ecological, social and cultural aspects are considered. This means that the transport users, service systems, vehicles and infrastructure take advantage of the possibilities offered by the intelligent technology, and that the socio-economic benefits of the transport system are maximal and the disadvantages minimal.

The target areas of the transport policy are 1) the service level and costs of the transport system, 2) safety and health, 3) social sustainability, 4) the development of regions and communities, and 5) the environmental drawbacks. Combined transport is mainly related to the first target area that contains among other things the objectives of fluent and reliable goods transport for domestic and foreign trade, and efficient and competed transport market.

The policy guidelines for goods transport refer to infrastructure and logistical costs, improved productivity of transport sector through liberalisation, and making the minimising of transport need attractive. The importance of infrastructure and terminals is recognised but there are no special remarks concerning combined transport.

The domestic combined transport in Finland is quite small. There is not any transport of intermodal transport units by inland navigation or coastal shipping to speak of. The regular combined transport services by rail are de facto limited to the link between Helsinki and Oulu (app. 600 km north of Helsinki), where the present volume is about 15 000 units per year. However, there are some paper mills that have regular container trains to ports as the initial leg of the international transport chain.

The combined transport by short sea shipping is very important for the Finnish foreign trade and thus also for the transport policy. The number ITU's between Finland and other EU countries is almost one million units per year and the share of unitised cargo has grown which gives good basis to continue the transport in continental Europe by rail. The transport solutions of the central Europe affect also the solutions of the peripheral areas. As the aim of the common transport policy of the EU has been to promote intermodal transport Finland has been in favour of it as well.

2. FINANCIAL SUPPORT FOR INVESTMENT

There are no binding arrangements for financial support for investments in combined transport. The Finnish Rail Administration is in charge of Finland's rail network and its development. The terminal development and the public participation to projects is judged case by case.

At the moment the development of the combined transport terminal in Oulu is brought to the national level. After a feasibility study the project has been given green light. The new terminal will be co-financed by the Rail Administration, the City of Oulu and the VR Ltd., which is the only railway operator. The investments in the rolling stock and other equipment are up to the operating companies.

The public support to railcar and other development has been channelled through the CHAIN programme (see below section 5). There have been e.g. one project that dealt with the development of a new wagon for ro-ro transport of so called module trucks that are 25,25 meters long, and another project developed a new swap body with greater cargo capacity especially suitable for combined short sea shipping and rail transport between Finland and Italy.

3. FINANCIAL SUPPORT FOR OPERATION

There is not any financial support for combined transport operations in land transport. However, the operation of the short sea shipping companies is supported by refunding the seafarers income taxes and social security fees to the employer. Since June 1, 2000, the refunding has been extended to cover certain insurance charges as well.

4. FISCAL INCENTIVES

There is a law according to which it is possible to receive FIM 300 refund from vehicle tax for each transport of truck by train as part of international transport. The refund applications should be sent to the Vehicle Administration Centre. However, according to the Centre the number of applications is almost nil.

Shipping companies have an extra tax deduction that is related to the acquisition of high ice class vessels.

5. OTHER SUPPORT MEASURES

The Ministry of Transport and Communications launched in 1998 together with the National Technology Agency a three year research and development programme CHAIN to support the Finnish know-how in intermodal transport operations and technology. The programme is about to end in March 2001. (www.ketju-ohjelma.fi)

In addition to the equipment projects mentioned in section 2 the CHAIN programme has financed over thirty other technology and operations projects. They have been dealing with the organising of the transport chain (e.g. Coordination of Container Transport Chains), information and communication systems (e.g. RailTrace, CLISME), handling of the units (e.g. Automated Container Port, Container Hoist for Trucks) and goods (e.g. Apparatus for Container Stuffing and Stripping).

The Finnish ports are in general municipal companies. They have recently developed their facilities mainly according to the needs of unitised cargo.

6. MEASURES TO BE TAKEN IN THE FUTURE

The liberalisation of the railways is going on in the EU. In the opening of the international rail freight market Finland will follow the schedule agreed at the EU level.

The taxation system of the (short sea) shipping companies will be renewed in 2001. The new system will be based on tonnage instead of financial result.

Finland will continue to participate and observe the international research and development and co-operation within the international organisations such as the EU, ECMT, UN/ECE and OECD.

There will be some new R&D programmes for logistics and telematics. The focus of these programmes will be elsewhere than in combined transport. However, the interoperability aspects of different transport operators and modes will be included in the research and development.

FRANCE

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

Transport policy is designed to meet the objectives of sustainable development and is based on a desire to achieve a better balance between modes and to ensure the general regulation of transport.

The aim of transport regulation is to modify the behaviour of transport actors and the choices they made through the twin levers of tariffs and social regulations.

Striking a new balance between modes in the freight sector, and also in the passenger sector, consists in giving priority to transport modes other than road with the specific objective of doubling the volume of freight traffic by rail within the next ten years.

This statement of intent by the French government calls for an even higher rate of growth in combined transport.

2. FINANCIAL SUPPORT FOR INVESTMENT

With regard specifically to rail-road combined transport, financial support is provided for investment in infrastructure, superstructure and combined transport terminal management and information systems. This support is made available to any owner-operator (infrastructure manager, combined transport operators, local authorities or partnerships between the latter, etc.) for the construction or redevelopment of combined transport projects and to any combined transport operator for the upgrading of superstructure equipment.

The overall allocation for such assistance in the 2000 budget is FRF 120 million (approximately € 18 million).

3. FINANCIAL SUPPORT FOR OPERATION

Financial support for operation is designed to partially offset the differential between rail and road in terms of non-recoverable external costs.

The ceiling for financial aid has been calculated for the year 2000 at 4.8 centimes (approximately 0.7 euro centime) per ton-km, based on the use of a composite indicator for traffic volume whose trend accurately reflects that in combined transport.

This aid is paid to the rail undertaking, the SNCF, which takes it into account when setting its prices. All combined transport operators, as well as carriers and forwarders who make use of combined transport, therefore benefit from such aid.

Even though the SNCF is currently the sole applicant, this type of aid, within the limits of the amount that the French government is prepared to spend on it, is open to any rail understanding operating combined transport services in France within the framework of European legislation.

The overall allocation for such assistance in the 2000 budget is FRF 620 million (approximately € 95 million).

4. FISCAL INCENTIVES

Road vehicles using combined road-rail systems are subject to an axle tax at the rate set for the road haulage sector. In the case of combined transport, however, a reduction of 75% is applied to the base rate (Decree of 3 February 1971).

In order to benefit from this reduction, road hauliers must demonstrate that they have completed the rail leg of the transport operation by providing the regulatory documents required for the performance of combined rail-road movements or by means of any other document provided or signed by the SNCF or the latter's agent.

5. OTHER SUPPORT MEASURES

5.1 *Exemption from maximum laden weight requirements for combined transport operations.*

In accordance with the Order of 14 October 1986, the maximum laden weight of an articulated vehicle must not exceed 40 tons, except in the case of combined transport where the maximum authorised weight is 44 tons on the initial and final road legs and with regard to articulated vehicles, double road trains, or a unit consisting of a tractor coupled to a trailer with more than four axles.

Moreover, the Prefect has issue local authorisations for movements of road vehicles of over 44 tons within a given sector.

5.2 *Assistance to road hauliers*

To encourage road hauliers to use combined transport options, hauliers are entitled to apply for a leasing agreement (known as a TOP contract) at a low rate of interest in order to buy swap bodies, containers or chassis. The difference in repayments on the lease is made up with grants from the Ministry of Transport, EDF (Electricité de France) and the ADEME (French agency for the environment and energy conservation).

6. MEASURES TO BE TAKEN IN THE FUTURE

Short term

- Pursue the policy of developing combined transport.

Such development depends to a great extent on the success with which the SNCF can implement the key actions planned in its industrial projects in terms of improving the quality of its service in collaboration with combined transport operators.

- Start up new construction projects.

Medium term

- Implement programmes of investment in combined transport projects on the basis of contracts between central government and the regions from 2000 to 2006 with a total value of at least FRF 600 million (approximately € 90 million).
- Reduce the number of bottlenecks, primarily through general investment in the rail network (redevelopment of existing lines or construction of new lines) that will be of benefit to combined transport operations.
- Launch the first rolling road service on the line through the Alps between France and Italy.

Long term

- Construct new high-speed lines capable of accommodating freight traffic (Perpignan-Barcelona TGV, Rhin-Rhône TGV, new rail tunnel through the Alps between France and Italy).
- The objective is to double the volume of rail freight within the next 10 years to a total of 100 Gt.km and to increase the share of combined transport in total freight traffic to 40% from the current level of 25%.

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Work is currently in progress to investigate means of improving rail and inland waterway links to ports in order to promote greater use of these modes in response to growth in container traffic.

HUNGARY

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

Following the decision of the Parliament in 1996 the Government adopted a resolution on the Hungarian transport policy with the provision in it that “the State has to prefer transportation by rail, inland waterways and combined transport by the way of adequate regulations, supports and direct and indirect means.”

Combined transport is a main field in the transport policy among the principal fields of transport modes to develop, with the tasks:

- To set up fleets of special vehicles to carry lorries by rail and by inland waterways;
- To develop transport of containers by rail and by inland waterways;
- To create terminals/logistic centres;
- To upgrade professional knowledge of transportation and forwarding, and
- To develop telematics.

With regards to the quick changes in economic surroundings and to the nearing accession to EU a new concept of transport policy by 2015 is in formation with a special attention to the environmental connections.

2. FINANCIAL SUPPORT FOR INVESTMENT

The Government resolved in 1996 on the conception to establish and operate the part of the European combined transport system in Hungary.

By the provision of this resolution, concrete sums are to be defined in the yearly State Budgets for funding or granting the creation of terminals, the purchase of special vehicles and facilities for combined transport. The sums defined in the Budgets were:

- | | |
|-----------|---------------------------------|
| – in 2000 | 1 billion HUF/ 4 million EUR/ |
| – in 2001 | 1.3 billion HUF/ 5 million EUR/ |
| – in 2002 | 1.5 billion HUF/ 6 million EUR/ |

Further, the Law on the State Budget for 2001/2002 defined 296 billion/331 billion HUF/1.2 billion / 1.3 billion EUR/as co-financing sources to the promotion project for the period 2001-2006 launched by the Ministry of Economy under the name Plan Széchenyi.

Within the framework of its Regional Economic Development Programme, in 2002 applications are invited also for support to create logistic centres and to develop logistic services.

3. FINANCIAL SUPPORT FOR OPERATION

The Government's resolution of 1996 referred above in point 2. Permits also to subsidise the operation to brake even point.

Up to now the tricky balance of State Budgets did not make any subsidy possible.

4. FISCAL INCENTIVES

All vehicles providing the road component of an international combined transportation to/from a terminal up to 70 km are exempted from vehicle taxes and transit licenses.

Road vehicles using the international Rolling Motorway services between Hungary / Szeged-Kiskubdorozsma / and Austria / Wels are free of license and license fee.

5. OTHER SUPPORT MEASURES

Since the combined transport, on account of short domestic distances, is economically viable only in international traffic in the region Hungarian Government has developed the system of bilateral intergovernmental agreements on the general terms of combined transport in order to provide stable and reliable conditions for it. Up to now, such agreements are closed with 4 neighbouring countries out of 7, 3 EU member countries and 4 countries in Central and South-Eastern Europe and also with the European Commission.

Road vehicles serving to/from the terminals in international combined transport are permitted to move up to 44 ton gross weight instead of the 40 ton gross limit and also are exempted from the weekend and seasonal traffic restrictions.

6. MEASURES TO BE TAKEN IN THE FUTURE

Due to the increase in demands and to the need for consistence with the EU regulation system the actions considered to be taken in the period 2002/2004 are:

- To provide assets and facilities
 - To purchase further 50 special wagons for Rolling Motorway transport
 - To improve the national rolling stock for development of the unaccompanied combined transport
 - To purchase 3 ships for Ro-Ro transport
- To promote financial consolidation
 - To provide further on state aid to combined transport facilities
 - To achieve an apt system to grant combined transport operation/tariffs
- To accomplish the national regulation
 - To harmonise national legislation with EU legal system
 - To follow directions and recommendations of EU, ECMT, UNECE.

ITALY

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

Great consideration in the strategy of Italian transport. In fact, in the General Transport Planning document are specified different actions that should be taken in order to "...strengthen the economical system and to improve the life quality..." with particular attention to the combined transport and "...restructuring the logistic chain with concrete objectives of environment bettering...".

2. FINANCIAL SUPPORT FOR INVESTMENT

The Law N° 27 of 18 February 2000, indicated the undertakings that could get economical incentives. This Law declares also which kind of operations are to be taken in order to support the intermodality development:

- software and new technology equipment (10% of resources);
- participation in road terminals realisation (38% of resources);
- re-conversion or modification of old vehicles (46% of resources);
- operations taken in order to reduce polluted emission (25% of resources);
- operators professional formation (2% of resources).

3. FINANCIAL SUPPORT FOR OPERATION

Law N° 454 of 20 December 1999 and later modifications provides economical operations for the restructuration of auto-transport and intermodality transport.

4. FISCAL INCENTIVES

There are no fiscal incentives provided.

5. OTHER SUPPORT MEASURES

No particular limitation provided only for combined transport.

6. MEASURES TO BE TAKEN IN THE FUTURE

There will be inserted in the next Service Contract of F.S. S.p.A. service's burden following the Monte Bianco passage closing.

LATVIA

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

Joining EU, Latvia should create its own legal model for combined transport organisation in order to solve combined transport regulation and promotion problems. It will be a matter of principle to improve Latvia's competitiveness into the international transport market.

At present the main legal act which regulates combined transport is EU Directive No.92/106/EEC on forming common regulations for freight transport among EU member countries with fixed modes of combined transport.

2. FINANCIAL SUPPORT FOR INVESTMENT

Until the combined transport in accordance with EU Directive No.92/106/EEC is not introduced in Latvian legislation as separate kind of transport no financial support is provided.

In the field of investments we focus mainly on TINA transport network, which includes also Latvian ports Liepaja, Riga, Ventspils and which are important elements of combined transport infrastructure.

3. FINANCIAL SUPPORT FOR OPERATION

Situation similar as in point 2.

4. FISCAL INCENTIVES

Situation similar as in point 2.

5. OTHER SUPPORT MEASURES

Situation similar as in point 2.

6. MEASURES TO BE TAKEN IN THE FUTURE

In order to implement requirements under Directive No.92/106/EEC, we plan to make appropriate changes in existing legal acts which regulate the following questions: taxation policy, incl. vehicle fees, documentation concerning freight transport, insurance.

LITHUANIA

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

The development of combined transport is one of the priorities of Lithuania's general transport policy. Combined transport plays insignificant role in internal transportation, but its development closely related with stimulation of transit traffic through the Lithuania's territory. Lithuanian Government stressed an importance of transit and put a wide range of measures dedicated to its development into Government Action Plan for 2001-2004. These measures include improvement and construction of infrastructure, establishment of logistic centres, abolishment of different administrative and technical obstacles and others.

A new version of the Law on Transport Activities was adopted by the Seimas (Parliament) in February 2002. The law foresees the development and promotion of combined transport.

2. FINANCIAL SUPPORT FOR INVESTMENT

Financial support for investment is providing in the form of State guarantees for the loans from international financial institutions.

3. FINANCIAL SUPPORT FOR OPERATION

There is no financial support for operation.

4. FISCAL INCENTIVES

There is no fiscal incentive.

5. OTHER SUPPORT MEASURES

There is no other support measure.

6. MEASURES TO BE TAKEN IN THE FUTURE

Modernisation of railway infrastructure will be continued in the years 2001-2004.

In the course of implementation of the Law on Transport Activities, the secondary legislation covering financial support measures should be drafted and approved by the Government.

The national economy development strategy including the strategy for transport sector until 2015 was drafted and should be adopted in the year 2002. The development of combined transport and the creation of more favourable conditions for combined transport operations take an important place in the strategy.

NORWAY

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

One of the many challenges for Norwegian transport policy is to promote combined transport.

2. FINANCIAL SUPPORT FOR INVESTMENT

None.

3. FINANCIAL SUPPORT FOR OPERATION

None.

4. FISCAL INCENTIVES

Exemptions of vehicle taxes for lorries that operate in combined transport with rail transport.

5. OTHER SUPPORT MEASURES

All the relevant EU transport legislation/acquis that promotes combined transport has been implemented in the EEA Agreement (Regulation 92/106/EC, 1107/707EC, 3578/9/EC, etc.).

6. MEASURES TO BE TAKEN IN THE FUTURE

The basis of the Norwegian transport policy is outlined in a National Transport Plan. The Norwegian government will present the National Transport Plan for year 2002-2011 to the Storting in February 2001. This document and the annual Fiscal Budgets are probably the most important tools for the Norwegian government in transport policy. The strategic plan comprehends plans for infrastructure investments for each transport mode within a given financial frame for the transport sector. The financial frames within the strategic plans are not binding. Through the budget, the guidelines for the activities of the State for the coming year are drawn up and the financial frames are adopted.

One of the main challenges for the Norwegian transport policy in the years to come is to advance the terminal haulage facilities in connection with other modes of transport to promote combined transport. National measures such as expansion of terminal haulage facilities for the railway and efficient coherence between road haulage facilities and the harbour will be encourage.

As for these national long-term measures to be taken in the future, there is no precise time schedule available.

NETHERLANDS

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

Mobility is part of a modern society. It is a basic prerequisite for a strong, healthy economy. Mobility is continuously increasing. This can be attributed largely to spatial planning and demographic and social-economic factors. Depending on international and economic developments, predicted growth in freight transport varies from 15 to 80%. The Netherlands does not regard freight transport as a goal in itself but rather as a precondition for economic growth. Apart from the positive effect on economic development, the growth of freight transport can result in negative side effects. The Mobility Policy document, which has recently been enacted, focuses on the facilitation of transport. This policy plan outlines our new policy for traffic, transport and related infrastructure in The Netherlands up to 2020. A properly functioning system for transport and reliable accessibility can only be achieved by strengthening the interrelationship between the economy, space, traffic and transport. We seek to cope with this growth while improving accessibility, safety and the quality of life.

The Netherlands does no longer carry out a strict modal shift policy, in the sense that one specific mode of transport is promoted over other modes of transport. The reasons for this point of view are the following:

- In order to accommodate the continuing growth of freight transport, all modes of transport need to be used and that favoring one mode of transport over the other could possibly have a contra productive effect.
- Each mode of transport serves its own market and core group which implies that the exchange of modes of transport is limited and that subsequently, the market ought to be able to choose a specific mode of transport.
- The pursuit to comply with (inter)national environmental regulations does not necessarily profit from a strict modal shift policy. Differences in environmental results within one specific transport mode tend to be greater than differences between several transport modes.

Notwithstanding this point of view, the Netherlands policy supports the optimal use of the entire infrastructure network for freight transport. In order to carry out this policy, the Netherlands government sets certain preconditions and eliminates obstructions – which may arise within a specific transport mode, e.g. short sea shipping. Innovative logistic ideas which use intermodal transport and contribute to the Netherlands policy of the optimal use of the infrastructure network, will insofar as possible, be promoted.

In addition, The Netherlands could support European schemes for the promotion of modal shift with a view to the possibility of such schemes promoting the efficient use of one of more modes of transport. The intention of The Netherlands is to render these schemes as attainable as possible for the business trade.

2. FINANCIAL SUPPORT FOR INVESTMENT

None at present. In the recent past a subsidisation scheme for public inland terminals that served combined transport has been in force as well as the “Regulation on Subsidies for Business Related Waterway Links”; both have run up to December 2003.

3. FINANCIAL SUPPORT FOR OPERATION

None.

4. FISCAL INCENTIVES

None.

5. OTHER SUPPORT MEASURES

The maximum gross weight of road vehicles is 50 tons. An exemption for 44-ton vehicles that are used in intermodal transport is therefore not necessary. There is no driving ban on certain days or at certain times. An exemption for vehicles used for intermodal transport is therefore not necessary.

6. MEASURES TO BE TAKEN IN THE FUTURE

None.

POLAND

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

Development of combined transport is one of the main priorities in transport policy. Accordingly to accession negotiations the common rules for certain types of combined transport (Directive 106/92) were implemented. Conditions of performance concerning combined transport are comparable in EU and in Poland.

New regulations create possibilities for using PPPs in combined infrastructure financing.

2. FINANCIAL SUPPORT FOR INVESTMENT

Yes, it concerns the rail lines included in AGTC network.

3. FINANCIAL SUPPORT FOR OPERATION

No.

4. FISCAL INCENTIVES

Yes, amended Act on taxes and local charges (of 1st January 2002) introduce tax exemptions for combined transport operators.

5. OTHER SUPPORT MEASURES

1. Weight exemptions: maximum weight of vehicles in road transport and certain vehicle combinations in combined transport in Poland is 42 tons (8.5 t per axle).
2. Terminal haulage facilities: there are possibilities of co-operation of regional and local authorities with private sector.
3. Exemptions for vehicles used in combined transport:
 - of traffic bans on Sundays and Bank Holidays
 - of traffic bans during holiday period.
4. Premium permissions.
5. Fuel excise which additionally weights road transport.
6. Co-financing of pocket-wagon purchasing in 2000.

PORTUGAL

1. IMPORTANCE OF COMBINED TRANSPORT IN GENERAL TRANSPORT POLICY

The Portuguese Government's transport programme is based on the sustainable mobility principle and one of its main goals is the greening of transport either by shifting flows to cleaner modes or by making use of the cleanest technologies, while taking account of the targets set by the Kyoto Protocol. In line with this policy, the national Climate Change Plan sets a target for a modal shift from road to rail of between 10 and 20 per cent by 2010 for freight transport.

Moreover, the National Logistic Hub Network plan, currently being updated and reframed, is being drafted with a view to full interconnectivity from the standpoint of network capacity and intermodal capability in order to satisfy competitiveness and sustainable mobility requirements.

2. FINANCIAL SUPPORT FOR INVESTMENT

Substantial subsidies, financed out of public funds, are granted to support investment in rail and maritime terminals, rail access to ports, etc., but as a rule is not specifically for combined transport. Total subsidies for the period 2002-2004 amounted to EUR 5 272 560.

Private firms may benefit from financial aid granted by the rail company for direct rail connections to their site.

3. FINANCIAL SUPPORT FOR OPERATION

No support is provided for combined transport operations in the inland transport sector. However, short sea operators are subsidised through rebates on income tax for seafarers and on social security charges for employers.

4. FISCAL INCENTIVES

Not applicable.

5. OTHER SUPPORT MEASURES

As regards general measures:

- Portugal remains ready to apply community rules on the liberalisation of rail transport and to open up its international rail freight market as scheduled.
- A system for tracking ITUs carried by rail has been developed.
- Rail access to ports has been improved.

- The policy of letting concessions for port terminals and services to private operators is continuing and has already succeeded in attracting a great deal of capital.
- New terminals have been developed (in particular, the Riachos/Entroncamento TMVT and Terminal XXI, at Sines).
- The maximum permissible weight is 44 tonnes for road transport using ISO forty-foot containers.

6. MEASURES TO BE TAKEN IN THE FUTURE

The Key Options of the 2005-2009 National Plan set out objectives and measures which are intended to improve the quality of rail transport and short sea shipping in order to encourage greater use of these modes and of combined transport.

a) In the logistics sector:

- development of a national logistics management system with a network of hubs needed for both national and international freight transport.

b) In the rail transport sector:

- elimination of bottlenecks in the conventional rail network and promotion of full infrastructure modernisation, investment which will indirectly benefit combined transport;
- development of a plan for migrating to European gauge and to signalling systems to European standards;
- continuing to improve rail access to ports.

c) In the maritime transport sector:

- improvement of existing infrastructure and the competitiveness of national ports;
- support for start-up and feasibility of short sea shipping services and preparation of a new legal framework for maritime cabotage;
- cutting red tape in shipping despatch procedures through the introduction of a central electronic platform and the creation of a single portal for all bodies involved in order to simplify procedures.

SLOVAK REPUBLIC

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

Slovakia has through the government of the Slovak Republic endorsed the principles of the state transport policy, part of which constitutes also combined transport.

2. FINANCIAL SUPPORT FOR INVESTMENT

There is a prepare a special priority for development of intermodal infrastructure (construction of intermodal transport terminals) in framework of Operational program of transport infrastructure development in the Slovak Republic with co financing from EÚ funds for period 2007-2013 years.

3. FINANCIAL SUPPORT FOR OPERATION

Since March 2006 has valid the program for support of operating new combined transport lines for first three years of their operation.

4. FISCAL INCENTIVES

The development of the combined transport is supported also indirectly. According a lawn No 582/2004 Z. z. of the Slovak Republic, tax administrator will return a 50% of motor vehicle tax for goods vehicle which made minimum of 60 combined transport journeys in period of taxation.

5. OTHER SUPPORT MEASURES

- a) Road vehicles carrying out distribution in the liberalized zone of terminals have a permitted weight 44 t for transport of 40' ISO containers.
- b) Road vehicles used in the combined transport are relieved of transport ban on Sundays and during the holiday.
- c) For integrated trains of the combined transport the delay on the border due to customs control is max. 30 min.
- d) Because of lack of modern and capacity technical equipment and insufficient technology (short tracks) of private container transfer stations in Slovak Republic (see technical parameters below) it is necessary construct a new modern intermodal terminals in Slovakia.

Bratislava - harbour

full-portal rail crane 32 t. - 1 piece, 20 t. – 2 pieces
 frontal container overloading mover 40 t – 2 pieces
 2 tracks length: 150 m, 300 m

Žilina (temporary transfer station)

side container overloading mover 24 t. - 1 piece
 side container overloading mover 32 t. - 1 piece

1 track length: 327 m

Košice (temporary transfer station) - terminal finished operation

portal wheeled crane 19 t. -1 piece, 12 t. – 1 piece

side container overloading mover 35 t. - 2 pieces

2 tracks length: 180 m

Ružomberok (regional significance) – terminal out of operation

portal rail crane 32 t. - 1 piece

3 tracks length: 310 m, 320 m, 320 m

Dunajská Streda (regional significance, just modernising)

reach stockers 45 t. - 1 piece, 2 x 32 t

1 track length: 200 m

Sládkovičovo (regional significance, just modernising)

reach stocker 45 t. - 1 piece

1 track length: 290 m

Dobrá near Čierna and Tisou – from 1st January 2005 in regular operation

portal rail crane 50 t – 2 pieces

frontal container overloading mover 45 t. – 1 piece

terminal with service tracks with gauge line 1435 and 1520 mm

3 normal gauge tracks length: 450 m, 565 m, 570 m

2 bread gauge tracks length: 588 m, 593 m

6. MEASURES TO BE TAKEN IN THE FUTURE
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In January 2001, the Conception of the development of the combined transport was negotiated. It is envisaged in this Conception with modernisation of combined transport terminals in Bratislava, Košice, Žilina and Zvolen. As was mentioned above four modern intermodal transport terminals will be constructed in these points during the 2008-2011 years. These terminals will be public terminals insuring all terminal services on the non-discrimination base and fulfilling AGTC agreement standards for both unaccompanied and accompanying combined transport, all intermodal transport units and direct trains. The terminals will be a part of future logistic centers.

CZECH REPUBLIC**1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY**

Combined transport is included in the Transport Policy of the Czech Republic approved by Government Resolution No. 418 executed on 17th June 1998 and subsequent materials "Medium-Term Strategy of Transport" and "Development of Transport Networks".

2. FINANCIAL SUPPORT FOR INVESTMENT

Has been provided since 1996. It is designated in particular for České dráhy (Czech Railways) for purchase of special railway wagons, and also for operators of combined transport to purchase handling equipment, special means of transport and intermodal transport units. Amount of allocated finances depends of the ratification of the state budget for every calendar year.

3. FINANCIAL SUPPORT FOR OPERATION

Has been rendered since 1995 together with the Free State of Saxony by reason of protection of the environment of the borderline mountain region to operate the line Ro-La (Rolling Motorway) Lovosice-Dresden.

4. FISCAL INCENTIVES

Reduction of the road tax (by 25 to 100%) for vehicles which effect the respective number of trips within the frame of a combined transport (in accordance with the valid tenor of Act No. 16/1993 Sb., on Road Tax).

5. OTHER SUPPORT MEASURES

The road vehicles used in the combined transport are exempted from the ban on traffic during Sundays and holidays and also Saturdays during the summer holidays. This was reconfirmed by the new Act No. 361/2000 Coll., on Traffic on Land Roads, with validity from 1st January 2001.

6. MEASURES TO BE TAKEN IN THE FUTURE

In the nearest future, the above-mentioned measures will continue to be implemented. Also the required adjustments of the Czech (national) legal regulations will take place in full accordance with the legislation of EC.

ROMANIA

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

The Romanian Ministry of Transport considers that combined transport has an important role to play in the domestic and international transport markets in that it is environmentally friendly and also helps to safeguard the road infrastructure.

In this respect, mention should be made of the following:

- In 1991, Romania became a Contracting Party to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), ratified by the Romanian Parliament under Law No. 8/1993;
- In 1996, Romanian national railways (SNCFR) drew up a "strategy for the development of combined transport by Romanian national railways" setting out its short, medium and long term strategic objectives;
- In 1999, Romania deposited its instrument of ratification of the Protocol to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) with regard to combined transport by inland waterway;
- Projects funded under the PHARE multi-country transport programme, including:
 - A feasibility study on the development of rail and combined transport in Corridor IV;
 - A feasibility study on the development railways and combined transport links between the southern part of Corridor IX and Poland;
 - Need to set up a common pool of combined transport equipment.
- In 2003, Romanian Government adopted Government Urgency Ordinance no. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistic centres and non-discriminatory access in terminals and ports linked to rail activities, according to the European Union requirements.
- In 2005, Romanian Parliament adopted Law no. 155/2005, which transposed Directive 2004/51/CE from the second rail package. The law provisions that track access to, and supply of services in, the terminals and ports linked to rail activities serving or potentially serving more than one final customer, shall be provided to all railway undertakings in a non-discriminatory and transparent manner and requests by railway undertakings may be subject to restrictions only if viable alternatives by rail under market conditions exist.
- In 2005, Romanian Government adopted Government Decision no. 817/2005 for the approval of the Plan for long term strategy of the railway sector for re-establishing the financial balance of the infrastructure manager and for the modernization and renewal of the infrastructure, including

provisions in order to create an important freight transport on the international routes that cross Romania, the development of logistic centres shall be supported on Romanian territory. The Ministry of Transport, Construction and Tourism, together with the local authorities shall support the public-private partnership projects in order to set up freight logistic centres, that shall be the hub for gathering and freight distribution, supporting also, in the meantime, the intermodal transport.

2. FINANCIAL SUPPORT FOR INVESTMENT

The construction of pan-European transport networks is an essential pre-requisite for the future integration and enlargement to the East of the European Union.

The alternative routes proposed by the Ministry of transport for integration into the pan-European high-speed network are based on Transport Corridors IV and IX which, as established in Crete, cross over Romanian soil, and also on the routes proposed in international agreements (AGC and AGTC).

According with Romanian law, the investments and the modernizations on railway infrastructure are supported from state budget and financed from state budget and national or International Financial Institutions.

The first section from railway Transport Corridor IV in Romania, Bucharest-Câmpina (91 km, double line, electrified), was modernized and put in service in December 2003 with AGTC parameters: max. speed 160 km/h for passenger trains and 120 km/h for freight trains. The financing of this section was issued by European Investment Bank and Romanian Government (state budget).

The European Union's ISPA Programme provides some of the financial aid for work on the section linking Bucharest to Constanza (Corridor IV). This programme will be implemented over the period 2000 to 2007 and in this respect, the necessary projects will be carried out in stages.

Romanian railways have put forward the Bucharest-Baneasa-Fundulea-Fetesti section on the Bucharest-Constanza link for funding under the ISPA programme. The work contracts for Bucharest-Baneasa-Fundulea were signed in June and August 2005.

Other sections from railway Transport Corridor IV (Curtici-Simeria, Câmpina-Predeal, Predeal-Braşov, Simeria-Braşov) are in different stages of preparation for modernising (approving of feasibility studies, procedures for financing etc.).

3. FINANCIAL SUPPORT FOR OPERATION

None.

4. FISCAL INCENTIVES

In response to EU Directive 92/106/EEC establishing common rules for certain types of combined transport of goods between Member States, the Romanian government, acting through the Ministry of Transport, issued Government Ordinance No. 88/1999 establishing rules for the combined transport of goods in Romania.

In accordance with this Ordinance, economic agents involved in combined transport may be granted temporary exemptions from earnings tax in return for investment in infrastructure development and for the acquisition/modernisation of installations relating specifically to combined transport

5. OTHER SUPPORT MEASURES

In accordance with the agreement between the international combined transport and the agreement between the government of Romania and the government of the Republic of Hungary regarding rail traffic border crossings between the two countries (Budapest, 12 March 1997, the Contracting Parties must improve customs legislation in order to speed up border crossings for combined transport movements and to apply customs formalities solely in the case of final legs.

Romania has aligned international customs transit within the Romanian railway network on EU customs transit procedures (Decision by the Ministry of Finance, Directorate-General for Customs) in order to establish a common transit system for goods transported by rail on Romanian soil, from 27 November 2000 onwards, and in order to officially recognise the international transport documents CIM, CIM-UIRR for UTI traffic (intermodal transport units) and Ro-La, as well as the UTI Intercontainer traffic consignment notes as declarations for international customs transit.

According to the provisions of Government Urgency Ordinance no. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistic centers, in 2005 a PHARE Project named Assistance to Elaborate a Strategy Regarding the Position of the Freight Logistic Centers (Freight Village) on the Romanian Railway Network is running. The overall objective of the project is to select sites suitable for future development for multimodal transport. These sites may be those of existing facilities, or may be green-field sites. Multimodal transport includes any interchange of transport units (containers, swap-bodies and trailers) between road, rail or maritime transport.

6. MEASURES TO BE TAKEN IN THE FUTURE

The Ministry of Transport intends to introduce the following measures at the national level in accordance with the recommendations of the European Union:

- development of intermodal logistic centers;
- improved customs legislation in order to speed up combined transport flows at border crossings and to apply customs formalities solely to final legs of movements;
- introduction and wider application of a driving ban on HGVs on Sundays and public holidays;
- exemptions from the above ban for vehicles used for combined transport;
- easing of regulations and tax exemptions for firms operating in the combined transport sector and award of subsidies to railway undertakings in the combined transport sector coupled with external, national and local aid (particularly for Ro-La combined transport).

UNITED KINGDOM

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

The core of the Government's policy towards freight is to deliver a transport system that is sustainable and that can support economic development.

The Government supports combined transport because it believes that in the right circumstances it offers real economic and environmental benefits. When other measures provide similar benefits, these are supported too. The transport of freight by rail or water is not an end in itself but one means by which freight travelling by road can be reduced.

The Government promotes sustainability through the work of the Energy Efficiency Best Practice Programme, encouraging the distribution industry to reduce emissions and pollution, improve safety, reduce waste and increase recycling throughout the entire supply chain.

This is achieved through a number of measures, including freight operators employing technology to monitor vehicle and driver performance to identify training requirements, and the use of better logistics management to allow vehicles to be scheduled more effectively, with resultant savings in emissions, empty running and number of journeys required.

With specific regard to combined transport, the Government's sustainable distribution strategy document, available at www.detr.gov.uk/itwp/susdist/index.htm sets out a national policy framework for major freight interchanges. It is recognised that the performance of freight interchanges in our distribution networks is vital to promoting greater use of intermodal freight.

The policy framework:

- a) promotes the contribution of the UK's major freight interchanges to national and regional competitiveness, by pursuing policies of fair competition in the UK and throughout Europe; by giving due weight to the need for efficient transshipment between the different transport modes; and by providing efficient access to and from major interchanges;
- b) aims to improve the operational and environmental performance of existing interchange facilities, by promoting greater use of less damaging modes for onward distribution; and
- c) encourages full and efficient utilisation of existing interchange facilities in preference to expansion in cases where suitable spare capacity exists and can be created;

2. FINANCIAL SUPPORT FOR INVESTMENT

Freight Facilities Grant for rail freight and inland waterway facilities

The Freight Facilities Grant (FFG) is designed to encourage firms to take heavy lorries off the roads by helping them to invest in rail or inland waterway freight facilities.

The grant is currently available for rail or waterway freight facilities (eg, rail sidings, wagons, wharves, handling equipment and associated buildings) where the project would not otherwise be viable against the road alternative and where the shift to rail or water will bring environmental benefits through a reduction in lorry journeys. The grant is limited to the amount necessary to compensate for the higher costs of rail or inland waterway transport compared with the road only alternative, or to the total value of the environmental benefits, whichever is lower. Undertakings in receipt of the grant do not therefore gain commercial advantage over their road based competitors. The environmental benefits are calculated in terms of lorry miles saved.

Under the Transport Act 2000, the Government proposes to extend the scope of the inland waterway grant scheme to cover the capital costs of any maritime freight movement which would bring environmental benefits through reduced lorry movements in Great Britain. No information to update this point.

3. FINANCIAL SUPPORT FOR OPERATION

Track Access Grant towards rail track charges

Since rail privatisation in 1994, the track authority, Railtrack, has been able to accept freight onto the network provided that each flow at least covers the costs it directly imposes, such as track wear. The Track Access Grant (TAG) is available to services which cannot support these costs. The grant operates in a similar way to Freight Facilities Grant in that it is limited to the amount necessary to compensate for the higher costs of rail compared with the road. Up to 100% of the track charges can be paid where justified by environmental and other benefits.

The Rail Regulator determines policy towards access charges for rail infrastructure. The Regulator completed a review of freight charging policy in October 2001 and concluded that charges should be substantially reduced. Compared to the charges levied to 1 April 2001, the changes introduced will cut the total paid to Railtrack, and its successor, 40% for the period 2001-2002 (and 52% from 1 April 2002). In order to ensure that Railtrack is no worse off and that it has a financial incentive to respond to the requirements of its customers and to facilitate growth in traffic, the Strategic Rail Authority has agreed to make up for any shortfalls in Railtrack's revenue arising from these changes. This will amount to £84 million per year or £500 million over the control period. The Regulator based his conclusions on the following principles:

- Freight operators should not pay either fixed freight costs or common costs with passenger operations for use of the existing network.
- For network enhancements benefiting only freight, freight operators will be expected to pay associated fixed costs not funded from other sources.
- Charges should be set taking a long term view, i.e. on the basis of projected future costs that will be lower than current costs given the regulator's view that efficiencies of 3-5% per year should be achieved by the track owner (the lower target was used for the period beyond April 2002). The imperative for this approach was given as the need to avoid deterring investments related to traffic that would be economic only over the longer term, and avoiding pricing current customers off the network, since due to the high sunk costs of re-entry these customers would be unlikely to return to the railway. The approach was also justified on the grounds of compensating for the recent cuts in vehicle and fuel excise duty applied to road haulage.

4. FISCAL INCENTIVES

Grants: Grants available to industry to promote combined transport are detailed in sections 2 and 3 above.

Provision for Vehicle Excise Duty Rebate (VED): In the UK, VED is only levied on motor vehicle units -- not on complete vehicles. At present it is not possible to transport motor vehicle units by rail in the UK because of loading gauge restrictions. Specially adapted semi-trailers do travel "piggyback" on rail wagons but these units are not taxed and hence attract no rebate.

5. OTHER SUPPORT MEASURES

44 ton weight limit for lorries on initial and terminal hauls to railheads

The general maximum lorry weight in the UK is 40 tons for vehicles with five or more axles; the axle weight limit is 11.5 tons. 41 tons, six axle vehicles with a maximum axle weight of 10.5 tons were introduced in 1999 to encourage the industry to use more environmentally friendly vehicles. Vehicle excise duty has been reformed to provide a strong incentive for six axle 41 ton vehicles to replace 5 axle 40 ton trucks.

Since 1994 a weight limit of 44 tons has been allowed for articulated vehicles and drawbar-trailer combinations carrying containers or swap-bodies to or from rail terminals in combined road/rail operations. The higher weight limit applies only to vehicles with six axles and road friendly suspension. Documentary evidence must be carried in the vehicle to show that the cargo has originated from, or is destined for, a rail terminal.

6. MEASURES TO BE TAKEN IN THE FUTURE

The budget for both FFG and TAG in 2000/01 was set at £52m. Both schemes are at present administered by central Government. However, under the Transport Act 2000, the Government has empowered the Strategic Rail Authority (SRA), a non-Departmental Public Body, to undertake the administration of Rail Freight Facilities Grant and Track Access Grant. The SRA take over both grants from 1 February 2001. Administration of the newly expanded Water Freight Facilities Grant will remain with central Government.

SLOVENIA

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

The Republic of Slovenia has signed the AGC in AGTC agreements, as well as the “Transport Agreement between the Republic of Slovenia and the European Union”.

Within the new Resolution on Transport Policy (adopted by the Parliament on May 2006) the combined and multimodal transport are presented as of most important tasks.

According to the Law on Railways a special Governmental Decree on Combined transport as a basic document on CT was adopted in January 2001. It includes measures listed here under.

The whole text of the Decree on Combined transport is attached at the end of this document.

2. FINANCIAL SUPPORT FOR INVESTMENT

A new development programme in the field of railways “Resolution on National Programme for the Development of Public Railway Infrastructure” is under final preparation provides for the development and modernisation of railway lines which complement the existing railway transport system, and for the modernisation of facilities and equipment in terminals as defined in the AGTC agreement. Under this programme the Slovenian railway infrastructure will be thoroughly modernised and prepared for the implementation of all types of combined transport. There is no financing of the CT infrastructure (CT terminals) due a reason that terminals are not the part of Public Railway Infrastructure.

3. FINANCIAL SUPPORT FOR OPERATION

The Government of the Republic of Slovenia does not financially support any CT operations or services.

4. FISCAL INCENTIVES

Exemption of the payment of road use fees

A foreign vehicle using Slovenian roads and:

1. using the Port of Koper as the port of entry and exit shall not be required to pay road use fees;
2. using piggy-back transport in Slovenia shall not be required to pay road use fees for the pre-carriage and on-carriage if:
 - a) its axle weight is less than 10 tons
 - b) its axle weight is greater than 10 tons, up to a distance of 30 km from the terminal.

Payment of motorway and tunnel tolls does not included within this exemption.

5. OTHER SUPPORT MEASURES

5.1 *Weight exemptions*

According to the Decree on Combined Transport the increase of total mass up to 44 tons is allowed for:

1. vehicles carrying ISO containers of 40 feet length,
2. trailers reinforced for loads in unaccompanied transport, and
3. coupled combination of vehicles with five or more axles travelling in combined transport (road-rail) in arrival to or departure from terminals, provided that the combination is adjusted for transport of swap bodies.

5.2 *Exemptions of traffic bans*

Decree on the Reduction of Traffic on Roads in the Republic of Slovenia stipulates that trucks travelling at the end of the week and during national holidays are exempted from this provision, if they carry out international removals and are involved in the combined transport by rail or by ship; and

5.3 *Bilateral Agreements*

To this end bilateral agreements related to CT listed below has been signed:

- Agreement between the Government of the Republic of Slovenia and the Government of the Republic of Hungary on International Rail, Road and Waterway Combined Transport (signed in 1996),
- Agreement between the Government of the Republic of Slovenia and the Government of the Republic of Croatia on the International Combined Transport (signed 1997),
- Agreement between the Government of the Republic of Slovenia and the Government of the Slovak Republic on co-operation on Combined Transport (signed 1999) and
- Agreement between the Government of the Republic of Slovenia and the Government of the Republic of Bulgaria on co-operation in combined transport (signed 2001).

5.4 *Special permits and ECO-points as a reward*

For two return piggy-back transport services users get as a reward one universal permit for transport by road.

Since ECO-points have been introduced for the transit through the Republic of Austria, the users of piggy-back transport services obtain a reward number of ECO-points.

6. MEASURES TO BE TAKEN IN THE FUTURE
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**DECREE
on Combined Transport**

**Article 1
(purpose of Decree)**

This Decree lays down the distance of pre-carriage and on-carriage in road networks, the implementation of pre-carriage and on-carriage, the total permissible weight of vehicles for pre-carriage and on-carriage, exceptions to traffic restrictions for freight vehicles, the documents that a haulier must possess for the implementation of pre-carriage and on-carriage, and the compulsory statistical data which combined transport operators must collect for the purposes of reports prepared for the Council of the EC by the European Commission.

**Article 2
(definitions)**

(1) The terms used in this Decree shall have following meanings:

1. Combined transport is the transport of goods where containers of 20 feet or more (6.1 m) in length, swap bodies, articulated semi-trailers, freight trailers (with or without tractive units) and lorries are transported by rail or waterway, whereby the pre-carriage and on-carriage of intermodal transport units from loading and unloading stations to the nearest combined-transport terminal or RO-RO port is carried out by road.
2. Intermodal transport is the transport of goods in one and the same loading unit or road vehicle that consecutively uses two or more modes of transport without reloading the cargo when switching mode of transport.
3. An intermodal transport unit is a container, swap body, freight trailer, articulated semi-trailer, or freight and towing vehicle suitable for intermodal transport.
4. A CIM/UIRR contract and K504 consignment note are documents contracted between:
 - consignors of goods and rail hauliers, in accordance with the unified rules on contracts in the international transport of goods and rail hauliers, in accordance with the unified rules on contracts in the international transport of goods by rail defined by the Convention Concerning International Carriage by Rail (COTIF, CIM rules);
 - consignors of goods and companies for combined transport/members of the UIRR (International Union of Combined Road-Rail Transport Companies).
5. Unaccompanied transport is the carriage of intermodal transport units of combined transport by rail or waterway unaccompanied by the crew of the lorry.
6. Accompanied transport is the carriage of lorries by rail or waterway accompanied by the crew of the lorry.
7. A piggy-back train is a train used for the implementation of accompanied transport by rail.

8. Pre-carriage and on-carriage are the transport of intermodal transport units by road between a loading or unloading station and the nearest terminal/reloading station or RO-RO port, with the straight-line distance not exceeding the limit determined in this Decree.
 9. A terminal is a place where intermodal transport units of combined transport are loaded and unloaded and the mode of transport changed.
 10. A reloading station is a place where intermodal transport units of combined transport are loaded and unloaded and only some modes of transport are changed.
 11. A RO-RO port is a terminal or reloading station equipped for the loading or unloading of road vehicles, rail vehicles and intermodal transport units onto or from a ship.
 12. A container is a freight container of such construction that it can be re-used, allows stacking, and is equipped with devices that enable reloading from one mode of transport onto another.
 13. A swap body is a freight unit adapted to the dimensions of lorries and equipped with devices that enable reloading from one mode of transport onto another, usually between road transport and rail or vice versa. It usually does not allow stacking. Some are equipped with collapsible carriers upon which they stand when they are not loaded on a freight vehicle or railway wagon.
 14. A freight vehicle is a motor vehicle used for freight transport.
 15. A freight trailer is a vehicle towed by another vehicle, constructed as a trailer or articulated semi-trailer.
 16. An articulated semi-trailer is a trailer whose front axle is not supported by the towing vehicle.
 17. A tractive unit is a motor vehicle towing a freight trailer or designed exclusively for traction.
 18. A foreign vehicle is a road vehicle registered outside the Republic of Slovenia and the EU.
 19. A licence is a public document allowing a foreign vehicle to access and drive on roads in the Republic of Slovenia for the implementation of pre-carriage and on-carriage in combined transport.
 20. A haulier is a person who may carry out the transport of goods by road in accordance with the provisions of the Road Transport Act.
- (2) Other terms related to road, rail, maritime and combined transport in this Decree shall have the same meanings as laid down by other regulations in this area and by international agreements binding on the Republic of Slovenia.

Article 3 **(distance of pre-carriage and on-carriage)**

- (1) Transport shall be deemed to be combined transport if:
1. The main part of the transport is accomplished by rail and pre-carriage and on-carriage to the nearest terminal of the reloading rail station.
 2. The main part of the transport is accomplished by sea and the distance of pre-carriage and on-carriage does not exceed 100 km in a straight line from the RO-RO port.

(2) Terminals and rail reloading units in the Republic of Slovenia are:

1. the terminal at the port of Koper, which is also the RO-RO port
2. Ljubljana terminal
3. Maribor terminal
4. Sežana terminal
5. Celje reloading station
6. Novo Mesto reloading station.

Article 4
(implementation of pre-carriage and on-carriage)

(1) Pre-carriage and on-carriage, along the distance defined in the preceding Article of this Decree, shall be exempt from all quotas and licences as determined in international and bilateral agreements.

(2) The right to perform pre-carriage and/of on-carriage by road (including the possibility of crossing a border) is reserved for all hauliers registered for the transport of goods by road in the Republic of Slovenia and the EU and for hauliers registered for the transport of goods by road in other countries, provided this right is defined in an international agreement binding on the Republic of Slovenia.

Article 5
(total permissible weight of vehicles in pre-carriage and on-carriage)

The total permissible weight shall be up to 44 tons for the following road vehicles performing pre-carriage and on-carriage along the distance defined in Article 3:

1. A towing vehicle with three axles accompanied by an articulated semi-trailer with two or three axles
-- if it is transporting an ISO container of 40 feet (12.2 m) in length,
-- if the articulated semi-trailer is strengthened for transport in unaccompanied combined transport.
2. A group of vehicles with five or more axles, if the group of vehicles is adapted for the transport of swap bodies.

Article 6
(exemption from road fees for foreign vehicles)

Exemptions from road fees for foreign vehicles using roads in the Republic of Slovenia for combined transport are laid out in the Decree on Road Fees for Foreign Vehicles Using Roads in the Republic of Slovenia (*Ur. I. RS. 29/93, 16/95 and 28/95*), unless otherwise stipulated by a bilateral agreement between the Republic of Slovenia and the country in which the road freight vehicle or tractive unit has been registered.

Article 7
(exceptions to traffic restrictions for freight vehicles)

The traffic restrictions from Articles 2 and 3 of the Order on Traffic Restrictions on Road in the Republic of Slovenia (*Ur. I. RS. 38/99 and 100/99*) shall not apply to freight vehicles or groups of vehicles whose maximum permissible weight exceeds 7 500 kg and which are engaged in road transport combined with transport by rail or ship:

1. To a terminal, reloading station or RO-RO port, if they continue their journey using a piggy-back train or a ferry and would otherwise not reach their destination on time. The driver shall provide evidence of this by means of the documentation defined in Article 8 of this Decree.
2. From a terminal, reloading station or RO-RO port to the nearest border crossing, if they arrived using piggy-back transport or a ferry and if they are able to proceed with their journey to their destination abroad. The driver shall provide evidence of this by means of the documentation defined in Article 8 of this Decree.

Article 8
(documents required for performing pre-carriage and on-carriage)

During a journey the driver of a freight vehicle in combined transport must keep a copy of the CIM/UIRR contract or the K504 consignment note, except in cases where the required document is defined by a bilateral agreement between the Republic of Slovenia and the country in which the freight vehicle is registered.

Article 9
(statistical data)

For the preparation of data for reports which the Commission draws up for the Council of the EC on a biannual basis, all agents involved in combined transport in Slovenia must collect and forward to the ministry responsible for transport the following data on:

1. transport links in combined transport
2. the number of intermodal transport units transported along different transport links
3. the number of tons transported
4. transport performance in terms of tonnage/km.

Article 10
(entry into force)

This Decree shall enter into force on the fifteenth day after its publication in the *Uradni list Republike Slovenije*.

No. 340-00/2001-1
Ljubljana, 11 January 2001

SWEDEN

KOMBITIF
A NATIONAL INITIATIVE FOR INFORMATION
SUPPORT FOR INTERMODAL TRANSPORT AND
TRAVEL

ABSTRACT

A common strategy and action plan for the Swedish governmental transport administrations (Air, Maritime, Public Transport, Rail, Road) on how to improve information provision to support multimodal/intermodal transports, both journeys and freight, by using ICT is presented in this paper. An analysis of the five transport administrations' customers' information needs as well as an analysis of the current situation at the administrations formed the basis for the work. The strategy and action plan was presented for the Swedish Ministry of Industry in January 2004 and is now the basis for the transport administrations' joint work with ICT to support intermodal/multimodal transports.

BACKGROUND

Often a journey or a freight transport is a combination of more than one transport mode. Today, at least in Sweden, it can be very complicated both to plan and to carry out that type of journey or transport. The Swedish governmental administrations within the transport sector have in different ways been working together to facilitate multimodal/intermodal services. Though, until now there has been no cooperation in how to use ICT as a facilitator. The Swedish government hence in the beginning of 2003 commissioned The Swedish National Rail Administration to, in cooperation with the National Road, Air and Maritime Administrations and the National Public Transport Agency, present the current ICT conditions for facilitate planning and carrying out multimodal/intermodal transports. Also, planned actions and actions that have to be carried out within the area of ICT/electrical services to use the transport infrastructure more efficient, should be presented. On the basis of the analysis of the five transport administrations customers information need combined with the current situation at the administrations, should, for the transport administrations a common strategy and action plan for ICT supporting multimodal/intermodal transports be developed.

STARTING POINTS FROM THE ANALYSIS

During the analysis phase of the project the five transport administrations' customers' and customers' customer information needs as well as the current situation at the administrations were analysed. On the basis of that some starting points for the creation of the strategy and action plan were defined.

The amount of journeys and freight transports are increasing and hence the demands on more efficient usage of the current transport infrastructure combined with building new infrastructure. A prerequisite for a sustainable transport system is that the system itself and the infrastructure give the possibilities to use the transport mode or combination of transport modes that is most efficient in every situation. Customer orientation is a key issue when creating relevant and useful multimodal/intermodal information. More efficient usage of the infrastructure take as starting point the demands and needs of those using the infrastructure, shipper, traveller, forwarder, travel agency, transport operator. When providing multimodal/intermodal transport services a new range of ICT demands/needs occurs. Customer related information should be made available by the administrations for all transport modes regarding infrastructure and traffic. Customer related information should be available for infrastructure systems not owned by the governmental administrations, e.g. harbours, municipal road network. Customer related information for the range of transport services should be collected and made available. Uniformed documents and routines for reporting should be provided by the government (e-government).

From the analysis of the customer needs and the current situation in the administrations one important conclusion is that the governmental transport administrations information is important for providing a good transport quality. The quality of the information and the way the information is provided is essential.

PRINCIPLE ASPECTS

What are the transport administrations responsibility within the area of ICT supporting intermodal/multimodal transports, and how can the administrations put this into practice, by them self and in cooperation?

To stress the customer's need of information the concept customer related information has been used. Customer related information can be seen as a part of the information that every transport administration uses within the organisation. It's important to understand that good customer related information is based on that the internal information is available, correct and actual. The Swedish transport administrations have an operational responsibility for the infrastructure and traffic. They also have a responsibility for developing the transport sector including facilitate multimodal/intermodal transports. In both areas of responsibility the administrations have responsibility to provide information and information services. Though, due to e.g. different ways of funding the respective administrations have different responsibilities which make the situation complicated when creating common services that would efficiate multimodal/intermodal transports.

Today ICT is a natural part of the daily business. For many companies the usage of information is what decides if the company is successful or not. That is also the situation for the transport administrations and hence you can't divide the usage of ICT from the overall transport politics.

The possibility to create good multimodal/intermodal information is close connected to legal aspects, e.g. who owns the information and hence the responsibility for and the right to use and provide it. Usage and refining of information is a very important part of the commercial actors business. The transport administrations must be very aware of that and not provide services that commercial actors also do. Since both journeys and freight transports have international aspects also intermodal information need to have an intermodal perspective. During the project the international perspective has been very important.

VISION AND STRATEGY

The project has defined a vision for the transport administrations to strive for. "The governmental transport administrations shall – by them self, together and in cooperation with other actors – with electronic information contribute to create good conditions for sustainable transports for citizens and commercial transports".

The strategy for the administrations is based on the following main subjects: - Cooperation with customer focus, - Make the management of customer related information more efficient, - Make the administrations information more customer oriented, - Make the administrations information "available and easy to understand", - Awareness that "information ownership means influence".

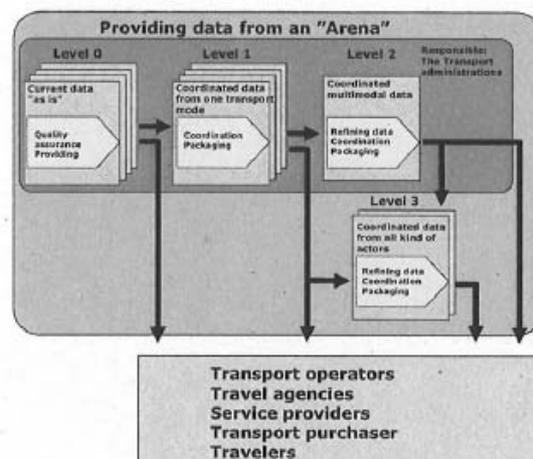
ACTION PLAN COMMON FOR FREIGHT TRANSPORT AND PERSONAL TRANSPORT

Soft infrastructure is a resource that is a base for services dedicated to travelers and freight transporters. In the case of services, soft infrastructure is as important as the real infrastructure. Soft infrastructure implies information about:

- The total road network (topology and geometry), and features describing the road, such as traffic restrictions etc. There is also a need for exchange points between different transport networks.
- A railroad network focused on the perspective of travelers and transportations, including exchange points to other transport networks.
- Infrastructure at seaports, including exchange points to roads and railroads.
- Infrastructure at airports, including exchange points to roads and railroads.

This kind of information has to be provided in an agreed and harmonized way.

Infrastructure data should be provided in a way that an actor, for example a transport purchaser, without difficulties, can use data from different agencies/administrations and third parties operating different transportation modes, in an efficient way. It is important that information describing a complete transport chain can be reached in a common way. The key factors for this, is the use of open formats and internationally agreed standards. Most important is of course to standardize the interfaces between different steps in the information chain. The transportation administrations that provide data have to be a part of international standardization work, to be able to contribute to open standardized interfaces for the exchange of infrastructure data. The transportation administrations have to cooperate with the actors within the transport market. The goal for this is both to be aware of the needs of the transport market and to promote the use of international standards. An efficient way to provide infrastructural data is to establish some kind of arena where the transport administrations can provide data to the market in a harmonized way using standardized interfaces. An arena can be established in different levels, see figure below.



The **information about traffic** is very important. The effects of traffic and infrastructural disturbances have to be calculated for the main transportation routes. The result will be

provided as actual or estimated travel times or as ETAs (Estimated Time of Arrivals). To be able to do this, there is a need for traffic models and investment in sensors such as FCD (Floating Car Data).

Real time information on travel together with travel time statistics form the basis for travel time estimations. To be able to really use traffic information, there is a need for better quality assurance with regard to the data, as well as a need for more sensors especially on routes with heavy traffic. For public transportation the basis for estimating travel times, is of course time tables.

A system for **exchange of real time information** between flight operators already exists. If passengers change flight operator at an airport, the first flight operator sends information about disturbances in traffic etc. to the next flight operator. A system for exchange of real time information between train operators will be introduced in the coming years. These kinds of systems have to be coordinated if information exchange between different kind of transport modes should be a reality.

Administrations and actors that provide data (infrastructural data, traffic information and other kinds of data) have to take full responsibility for that data. The customer's demand for quality has to be met. Data providers have to make agreements firstly on the definitions of quality requirements, and secondly on what levels of quality requirements that are needed in different situations. Data has to be quality assured in a standardized way. Not only does the data have to be quality assured, but also the whole process from data collection to the use of that data has to be quality assured.

The time from an infrastructural change in a transport network to the time when the change is reflected in systems using information about the transport network, has to be shorter than it is today. The process of gathering and integrating pieces of new data into older data has to be improved. Using standards and formats that allow for incremental data updates is one step forward. To be able to provide intermodal information in an efficient way, the **administrations from different transportation modes have to cooperate** with each other and with all the actors within the market.

ACTION PLAN FOR PERSONAL TRANSPORT

A vision for intermodal electronic information supporting personal transports can be as follows:

All travellers – including those travelling by a combination of modes – should before, during and after travelling, on demand in space and time, have access to wanted and accurate traffic information.

This is formulated out from the needs of the traveller, which is in focus here. The needs for information differ depending on time and space as well as who the traveller is.

There are a need for **demands on tendering procedures and issuing of licenses**. The basis for united action for intermodal information is that the information exists. Since neither no main demands on the kind of information the operators are to provide exist, nor there are any

demands on what data that has to be produced to give travellers access to intermodal information.

By making demands on information in the tendering procedure and the giving of licences, authorities can influence the minimum level of information and co-ordination as well as exchange of information needed. To promote the quality, traffic information that fulfills the demands of a certain standard could be rewarded with a quality marking that will serve as incentive for others to follow. This will also give the traveller a guarantee when choosing a way of travelling. The quality concept can also be connected to developed travelling conditions as well as traffic safety and environmental aspects.

Suggested step and measure for a plan of action is:

- National Public Transport Agency together with all National traffic administrations work out minimum demands on intermodal information concerning the possibilities to supply and exchange data. The minimum demands are used in the tendering procedure and the giving of licences, possibly connected to a quality marking.

It is important to create necessary conditions for a joint service. One main problem today is that information cannot be found in one and same place for the full intermodal trip from door to door. The traveller needs to have a lot of beforehand knowledge to find adequate and full information. Often the traveller wants to plan his or hers trip based on preferences of for example price or times of travel. It is a problem that there is no searching service for all transport modes and travelling relations. Even if one can finally find a travelling possibility one cannot be certain that this is the optional way of travelling, in terms of time, costs etc. Often one has to search in many different places e.g on the Internet and ways to conform that what one has found actually is the best option. Moreover when one has found and decided an alternative one would want to book and pay for it at the same place.

To be able to fully make use of data and information provided they have to made use of in some kind of service. A service can be very simple and just consist of data presented on a terminal. A service can on the other hand also be very complex. Examples of this can be different travelling planning tools. The fundamental strategy among National traffic administrations should be that it is the actors on the market that based on information provided by the National traffic administrations and others, develop services that can be offered travellers, conveyors and transport buyers. Initially the National traffic administrations could take the commercial role to start going a market demand. In such case they should be prepared to back off when the market has caught up. One very first step in this direction could be to make information assessable on the kind of "arena" described earlier.

Suggested steps and measures for plan of action are:

- Take a first step and gather all web-links at a common web-site jointly promoted. The National traffic administrations create a web-portal where all available existing links to all different transport information services are gathered in one place.

To facilitate the making of demands and the possibilities to influence the development of intermodal information it should be investigated if the National traffic administrations should be a partner in Samtrafiken or other form of co-operation with Samtrafiken.

The information of disturbances presented today isn't fully covering all transport modes and it is often difficult to access electronically. It is often up to the traveller to judge the consequences of a disturbance. There is also no possibility to get information on the divergence from the original plan of travel together with the consequences for the trip. In the

companies' real time systems, which are under rapid expansion, there are normally functions for making sure that connecting services will wait.

Suggested step and measure for plan of action is:

- Under the guidance of National Public Transport Agency, basic demands should be developed as guidance e.g. the tendering procedure for information systems. This should be performed together with other actors and associations to facilitate the exchange of data aiming at a solid foundation for real-time information?

Initiatives for integrating different information systems into one service has been taken by some parties. There is however no organised co-operation using experiences or information between those different projects. Such a **joint approach to coordinate ongoing efforts** is a necessary condition for exchange of experiences and to avoid duplication of effort and work.

Suggested step and measure for plan of action is:

- National Public Transport Agency should have overall responsibility to supervise and put together ongoing work concerning intermodal information like travel planning and real-time information.

ACTION PLAN FOR FREIGHT TRANSPORT

In the white paper on future transport policy "European Transport Policy for 2010: Time to Decide" (European Commission 2001), a goal is set to limit the growth of road freight transport to 38% (down from a possible 50% according to estimations made in 2001, based on 1998 figures).

One way to reach the policy goals is to optimise the use of transport resources available, utilising all forms of transport: road, rail, inland waterways and short sea shipping through increased usage of intermodal transports. This requires a market acceptance of intermodal transport solutions, i.e. intermodal transport solutions must be able to compete with truck transportation, which is characterised by high flexibility and frequencies. Today transports buyers to a large extent prefer truck transport and if intermodal transport is to become a serious alternative to truck transport, it has to be as efficient and as easy to use.

Intermodal transports are characterised by a high number of actors and a complex play between them. The infrastructure manager is an important player in the intermodal transport chain and influences both directly and indirectly the final quality of a transport chain. The KombiTIF project could identify four major areas in which the administrations should act to support intermodal freight solutions:

- *Improve the access to soft infrastructure.* Good access to soft infrastructure is an important mean to achieve the required efficiency and flexibility. The administrations plays an important role in:
 - Providing correct information for planning.
 - Providing real time information on status and disturbances.
 - Support for the reduction of the consequences of disturbances.

- Take an active role to increase the transport quality. The Swedish administrations have a role that goes beyond the building/maintaining of infrastructure and managing the traffic. They also have a role in promoting intermodal transports. Since information is at core in intermodal transports the administrations should view the information about the infrastructure and traffic as important as the actual usage of the infrastructure. The administrations are encouraged to *increase the customer orientation* and provide competent staff that can participate in defining new intermodal concepts.
- *Simplify administrative prerequisites.* In intermodal transport chains different administrative documents, e.g. reporting of dangerous goods or consignment notes, are required for the different modes of transport. Often the same information is required in different formats. Increased efficiency can be reached with electronic documents that are accepted on an intermodal basis.
- *Take an active role in international initiatives.* Freight transport is to a high extend an international issue. Documents, reporting routines and standards should therefore be developed on a European or even international level.

Information has potentially a high commercial value for the players in a transport chain. Traditionally transport service providers consider themselves as exclusive owners of transport related information and do not easily see the benefit of sharing information, or co-operating with others to improve the quality of information. To some players the lack of information is even the business idea and basis for their existence, e.g. different agents in the transport chain. Therefore all development of increases transparency should be developed in close co-operation with all relevant actors and with great respect of the players' interests.

SUMMARY

To **summarise**, the project's result are a common strategy and an action plan for the Swedish governmental transport administrations how to improve information provision for supporting and increasing the efficiency of multimodal/intermodal transports (person and freight). This by using ICT.

To create good pre-requisitions for multimodal/intermodal information there is a need for several actions, both in the short and the long perspective. In many cases the transport administrations should have the main responsibility for the actions but in other cases other actors should be responsible. Very important is that the transport administrations work much more together and in cooperation with other companies than what they have done until now. The transport administrations shall cooperate in a common organisation with one administration responsible. The administrations shall create and work towards common goals. "Will and engagement" are the keywords!

The strategy and action plan was presented for the Swedish Ministry of Industry in January 2004 and forms now the basis for the transport administrations' joint work with ICT to support intermodal/multimodal transports.

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SWITZERLAND

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

Combined transport is a key area of Swiss transport policy in view of its role as an instrument to promote the transfer of freight transport from road to rail.

Other measures to support and promote combined transport include: introduction of a service-related charge for heavy goods vehicles (*redevance poids lourds liée aux prestations* or RPLP) on 1 January 2001; construction work in progress on new transalpine rail crossings (based on the Saint-Gothard and Lötschberg tunnels and at a total cost of over CHF 13 billion) whose completion is planned under the 1992 transit agreement with the EU and the 1999 agreement between the European Union and the Swiss Confederation on the carriage of goods and passengers by rail and road (not yet in force); and the new system of financial contributions relating to the reform of the railways.

Legislation relating to the transfer of traffic flows entered into force on 1 January 2001 and sets out measures regarding both road and rail. This legislation is accompanied by a framework credit for the promotion of freight traffic in general for which total funding of CHF 2.85 billion will be made available up to 2010.

2. FINANCIAL SUPPORT FOR INVESTMENT

Under the Ordinance on the promotion of combined traffic and the transport of accompanied motor vehicles, the Swiss Confederation can award non-reimbursable investment grants or loans at preferential rates in accordance with the procedure set out in the said Ordinance.

Under the funding arrangements for the promotion of freight traffic, instalments averaging CHF 18 million a year (until the year 2010) may be disbursed in accordance with certain conditions for the co-financing of terminals located abroad (in the vicinity of the Swiss border) with a view to transferring traffic from road to rail primarily on North-South routes through the Alps.

3. FINANCIAL SUPPORT FOR OPERATION

Under the Ordinance on the promotion of combined traffic and the transport of accompanied motor vehicles, the Swiss Confederation can also contribute to operating costs (expenditure not covered in budget forecasts). Under this arrangement, loans may also be granted at preferential rates for the purchase of rolling stock.

The funding set aside for the promotion of goods traffic will largely be directed towards combined transport, but it is not possible at present to determine how great a share of the funding this will eventually prove to be (compared with conventional rail freight transport such as the transport of full single wagons or block trains).

Contributions will be paid in the form of subsidies for train path costs, but also in the form of compensation for programmed non-recoverable expenditure on certain links or routes ordered by the public authorities.

4. FISCAL INCENTIVES

In accordance with the legal provisions relating to the RPLP which entered into force on 1 January 2001 (and the increase in maximum permitted weight to 34 tons), vehicles used for the initial or final leg of a combined transport movement (maximum total permitted weight of 44 tons) will be granted a lump-sum reimbursement of the RPLP of CHF 20-25 (according to the length of the container).

5. OTHER SUPPORT MEASURES

The ban on night-time driving between 10.00 p.m. and 5.00 a.m. and on Sunday driving by HGVs is encouraging carriers to use rail services.

Under the legislation relating to branch lines, private firms are eligible to receive grants or low-interest loans for construction of a branch line directly serving their site.

6. MEASURES TO BE TAKEN IN THE FUTURE

See above.

TURKEY

1. IMPORTANCE OF COMBINED TRANSPORT IN THE GENERAL TRANSPORT POLICY

Turkey is a Mediterranean country, surrounded by sea on three sides and located between Asia and Europe. It is located on two continents and plays a significant role in transportation in the Mediterranean region.

Combined road-rail transport is especially important to release the overcrowded roads and highways and is dedicated for better utilisation of railways capacity putting down the transport impact on the environment, the consumption and rising the level of traffic safety.

In parallel with decisions taken at the Second Pan-European Transport Conference and the measures regarding Customs Union and EU Turkish Government set the transport policies to develop and promote combined transport.

It is aimed to fulfil the domestic, international and transit traffic task at least cost, by facilitating the achievement of the economically optimum modal shares determined not only through competitive advantage but also through joint co-operation between modes as a combined transport.

2. FINANCIAL SUPPORT FOR INVESTMENT

Being aware of the importance of having efficient operation in the existing ports, Turkish government has been taken several measures and undertaken investments to modernise and rehabilitate the infrastructure of ports. For the last 5 years, USD \$ 450 million was spent to overcome the shortcomings that the Turkish ports have experienced regarding the equipment, the availability of mechanical installations and the speed of operation. A loan from the European Investment Bank (EIB) with a total of 36 million ECU was obtained to support the capacity expansion of the TCDD's container ports. 9 % of these investments was financed by the World Bank Loan. Inland container terminals was installed in Gaziantep and the investment project is going on for the installation of ICT in other locations.

3. FINANCIAL SUPPORT FOR OPERATION

4. FISCAL INCENTIVES

Investment incentive is provided for domestic and foreign investors. The incentive tools are:

- exemption from custom duties and fund levies
- investment allowance
- Value Added Tax (VAT) exemption for imported and locally purchased machinery and equipment
- exemption from taxes, duties and fees.

5. OTHER SUPPORT MEASURES

Weight exemption 44 tons.

6. MEASURES TO BE TAKEN IN THE FUTURE

For the development of container market it is needed to undertake significant investment in terminals equipment and rolling stock to improve the combined transport services.