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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Intermodal Transport and Logistics

Fifty-second session  
Geneva, 12-13 October 2009  
Item 4 of the provisional agenda

**MONITORING OF NATIONAL POLICY MEASURES  
TO PROMOTE INTERMODAL TRANSPORT**

Transmitted by the Government of Germany

**Note by the secretariat**

At its sixty-ninth session, the Committee on Inland Transport (ITC) had decided that the Working Party on Intermodal Transport and Logistics should continue, possibly in a streamlined manner, the work carried out by the European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysis of national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (CEMT/CM(2002)3/Final) (ECE/TRANS/192, paragraph 90).

In accordance with the decisions of the Working Party at its forty-eighth session, the secretariat has circulated a pre-filled questionnaire to the member States of the United Nations Economic Commission for Europe (UNECE) with a view to obtaining an update of national policy measures on the promotion of intermodal transport in a consistent and comparable way (ECE/TRANS/WP.24/117, paragraphs 21-24).

The present document contains the response to the above-mentioned questionnaire received from the Government of Germany.

**RESULTS OF THE QUESTIONNAIRE ON NATIONAL POLICY MEASURES  
TO PROMOTE INTERMODAL TRANSPORT**

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
1	<b>Importance of intermodal transport in national transport policy</b>	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 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 roads to railways and inland waterways.
2	<b>National and international bodies</b>	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	Experts of the German Federal Ministry of Transport, Building and Urban Affairs or other Ministries participate in numerous national policy coordination groups or other groups and meetings regarding combined transport.
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	See answer to 2.1. which applies also to international policy coordination. As an example Marco Polo has to be mentioned.
3	<b>Costs and prices</b>	
	3.1 Establish fair competition between modes	Germany promotes fair competition, for example through public (macro) policy measures and financial support of combined transport (see 6.1 to 6.3).
	3.2 Develop cheaper and more efficient interfaces between modes of transport	The (financial) support provided for combined transport terminals allows for optimal transshipment operations between transport modes.

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

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
4	<b>Networks, terminals and logistics centres</b>	
	4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	Germany has ratified the AGTC Agreement, but not the AGTC Protocol on Inland Waterways.
	4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	The planning and determination of the locations for combined transport terminals is undertaken by its operators taking into account regionally different regulations, particularly in terms of construction and planning requirements as well as of local conditions.
	4.3 Take administrative measures to improve terminal access	The promotion of combined transport is undertaken through public (macro) policy measures and financial support (see 6.1.to 6.3.).
	4.4 Take administrative measures to improve terminal operations and facilities	On principle, the promotion of combined transport through financial support is confined to investments (exception: see 6.2).
5	<b>Interoperability</b>	
	5.1 Ensure compatibility of railway information and signalling systems	Implementation of individual measures is the responsibility of the individual enterprises. Public authorities provide for the required legal preconditions.
	5.2 Introduce electronic information systems	See 5.1.
	5.3 Other measures	

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
6	<b>Financial and fiscal support measures</b>	
6.1	Financial support for investments (installations, rolling stock, systems, etc.)	<p>Financing of the combined transport terminals of Deutsche Bahn AG (German Railway Company) and of other private companies (e.g. ports, private railway companies).</p> <p>The Federal Government promotes combined transport by providing subsidies for the construction of new high-capacity intermodal terminals and the upgrading of existing terminals (rail/road or inland waterways/rail/road). These subsidies are provided either under the Federal Railway Infrastructure Upgrading Act, if the facilities are terminals operated by <i>DB Netz AG</i>, or on the basis of a Guideline to Promote Combined Transport Transshipment Facilities since 1 November 2002, which meanwhile has been reviewed twice. It has to be submitted to the European Commission for review to ensure that it complies with state aid rules.</p> <p>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 72 combined transport transshipment facilities, with funding totalling around € 580 million (34 combined rail/road transport facilities with funding of around € 315 million, 38 combined inland waterways/road facilities with funding of around € 265 million).</p>
6.2	Financial support for operations (specific, initial operations, etc.)	No special remarks.
6.3	Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p>Exemption from motor vehicle tax for those vehicles that are exclusively used for initial and terminal haulage.</p> <p>Refund of motor vehicle tax for vehicles used in piggyback transport.</p>

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
7	<b>Regulatory support measures</b>	
	7.1 Exemption from restrictions and traffic bans	Exemptions from the driving ban on weekends and bank holidays and from the holiday driving ban.
	7.2 Liberalization of initial and terminal hauls	Maximum permissible weight has been increased to 44 tonnes for initial and terminal road haulage.
	7.3 Higher weight limits for road vehicles transporting intermodal loading units	see 7.2.
	7.4 Facilitation of documentary controls	No special remarks.
	7.5 Bonus systems for using intermodal transport	No special remarks.
	7.6 Strict enforcement of road haulage regulations	No special remarks.
	7.7 Other regulatory support measures	In the case of the Rolling Road, the time spent by the driver on the train is counted against his daily rest hours.
8	<b>Transport operations</b>	
	8.1 Liberalize access to the rail networks	Access to combined terminals whose construction has been supported by means of public funds has to be provided without discrimination.
	8.2 Liberalize access to inland water transport	See 8.1.

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
9	<b>Market monitoring</b>	
9.1	Ensure availability of coherent and reliable data	Coherent and reliable data are collected, for example, in the process of establishing the Federal Transport Infrastructure Plan.
9.2	Establish inventories of bottlenecks	In the process of establishing the Federal Transport Infrastructure Plan bottlenecks are also identified.
9.3	Establish short sea shipping information offices	Germany has established a Short Sea Shipping and Inland Waterway Promotion Centre (SPC) in Bonn.
10	<b>Foster innovations covering all components of the transport chain</b>	The Freight Transport and Logistics Masterplan of the Federal Government explicitly foresees for its implementation support for innovative actions. Guidelines for their achievement are currently prepared.
11	<b>Operators in intermodal transport chains</b>	
11.1	Promote cooperation and partnership agreements	Germany supports the use of environmentally-friendly modes of transport. On principle, it does not regulate specifically the modal split.
11.2	Promote use of intermodal transport for the transport of dangerous goods	For safety reasons, the free modal split, mentioned in 11.1, is restricted for the transport of specific dangerous goods.
11.3	Promote use of international pools of rail wagons	See 11.1 and 11.2.
11.4	Promote operation of rail block trains between terminals	See 11.1 and 11.2.
11.5	Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	See 11.1 and 11.2.

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