This reference document is submitted for information under item 3 "Modal shift" of the draft agenda of the Bucharest session of the Council of Ministers.
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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).

Under the Guideline for the Promotion of Combined Transport, around 400 million DM have been spent since 1998 to support more than thirty projects of private-sector companies. 150 million DM=around 75 million Euros are available for 2002.

The Guideline was revised both in terms of the projects/equipment eligible for assistance and the level of support and, at the end of 2001, was sent to the European Commission for notification.

3. FINANCIAL SUPPORT FOR OPERATION

None up to now (cf. Number 6).

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 raised 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

In August 2001, the Federal Ministry of Transport, Building and Housing presented a Report on Combined Transport to the German Bundestag (Parliament). The report mentions, inter alia, two studies examining additional measures to promote combined transport. The results of these studies were submitted in the autumn of 2001.

On this basis, the following measures are envisaged:

- A national promotion programme for the development of combined rail/road and rail/waterway transport (following the EU PACT programme). The programme’s objective is to offset by means of temporary financial aid (initial financing) the business losses that can be expected in the initial phase of new innovative combined transport projects. According to the study, financial assistance amounting to 30 million DM per year could bring about an annual increase in the combined rail/road transport volume and the combined waterway/road transport volume by around 950 million tons and around 840 million tons respectively.

- Financial assistance for the acquisition of semi-trailers that are suitable for transhipment by crane. The study assumes that around 1 million tons of goods could be shifted to the railways if financial support amounting to around 5 million DM p.a. was provided over a period of four years (= purchase of 9 750 semi-trailers).
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),
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.

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 § 20 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" ("Kraftfahrgesetz") 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 Wullowitz (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 - Fürnitz
- Wels - Verschiebebahnhof

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• 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 Wollowitz (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.

6. MEASURES TO BE TAKEN IN THE FUTURE

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

As one of the services which the SNCB is called upon to provide in order to meet national needs, the development of combined freight transport has been taken into account in the SNCB's second management programme. Even though combined transport is primarily a commercial activity, it is important that government takes account of transport externalities and thus lend its support to actions to promote this form of transport.

Transhipment operations are always a handicap in terms of cost, techniques and time and thus have an adverse impact on the profitability of the sector.

The Master Plan drawn up jointly by the Belgian government and SNCB in January 1999, in order to give fresh impetus to developments in this area, has identified several possible initiatives.

In particular, the Ministry of Communications and Infrastructure has used this Master Plan as a basis on which to study ways in which new financial assistance might be provided for intermodal transport. One option would be to award a “handling cheque” to any road haulier choosing to make use of combined inland waterway or rail transport for shipment of a container or swap-body from a non-maritime terminal in Belgium open to the public. The value of the cheque would be calculated in such a way as to ensure that the operation was competitive with regard to the use of road alone.

2. FINANCIAL SUPPORT FOR INVESTMENT

BEF 10.8 million (€ 26,772.5).

3. FINANCIAL SUPPORT FOR OPERATION

None.

4. FISCAL INCENTIVES

In accordance with EU Directive 92/106, a reduced road tax may be applied to road vehicles used for combined transport. However, given that the tax is relatively low and given the high cost of the formalities involved, little use of made of this provision.

Other fiscal incentives are currently being examined under the eurovignette scheme.
5. OTHER SUPPORT MEASURES

May include:

- Weight exemptions (not applicable).
- Terminal haulage facilities (not applicable)
- Exemptions for vehicles used in combined transport:
  - of traffic bans on Sundays and Bank Holidays (no restrictions);
  - of traffic bans during holiday period (no restrictions);
- etc.

6. MEASURES TO BE TAKEN IN THE FUTURE

The federal government's programme provides for measures to promote greater mobility, particularly with regard to rail and combined transport.

It calls for:

- infrastructure to relieve congestion in the main network, namely the re-opening of sections of track, cross links and by-passes to increase network capacity and enhance operating flexibility and thus reliability (alternative routes);
- connections to centres of potential demand (particularly connections and express freight terminals);
- purchases of combined transport terminals and/or rolling stock in order to gain full control over operations.
Having in mind the increasing trade between the EU countries and CEEC, the priorities of the Ministry of Transport and Communications of the Republic of Bulgaria concerning the combined transport development in the transition period to market economy are based on the EU general principles and priorities and are congruent with the national policy of integration to European structures. The national combined transport development in conformity with the international standards is a complement to the applied by the EU countries high technologies and the constructed infrastructure.

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 AGTC (European Agreement on important international combined transport lines and related installations). The Bulgarian terminals shall be included in the European network of intermodal terminals.

In the framework of accession to the EU, in order to promote the combined transport, a number of problems in the railway transport should be solved.

1. **Harmonising the Bulgarian transport legislation with the European standards**

To draft national legislation for acceleration of the realisation and development of the combined transport in compliance with the Resolutions, Decisions and Directives of the EU, the experience and the national legislation of the EU countries and the foremost of CEEC. To draft normative documents, technical regulations and standards in conformity with the general European transport, technological and ecological policy.

2. **Integrating the transport system of the Republic of Bulgaria to the EU countries**

Rehabilitation, development, modernising and reconstruction of the national railway network and infrastructure in compliance with the AGTC requirements (Bulgaria is a Contracting Party since 1994) which is a complement to the priority projects and infrastructure of the European countries. Assessment of the main problems of priority and in case of appraised needs, such as new construction, modernising and reconstruction of the terminals, specialised transport vehicles procurement, projects realisation, etc., finalising ways, including foreign investments, are to be sought.

3. **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 all problems and technical impediments arising from these activities on the borders between the EU countries and the associated to the EU countries.**
4. 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.

When drafting 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

Financing the transport policy is a governmental priority. To provide the investment project, non-budget and alternative sources of funding are sought, such as:

- financing of international organisations;
- concessions;
- financing of existing specialised funds;
- creating new funds for infrastructure construction and financing.

In the sphere of combined transport Bulgaria has developed a “Programme for combined transport development till 2010” in which the real situation of this mode of transport has been assessed with regard to the railway, maritime, inland waterways and road transport and related to the service of the goods and the transport units problems. Combined transport infrastructure development is included in the investment programme of the government and shall be realised mainly through concessions in the regions of the ports and railway transport.

3. FINANCIAL SUPPORT FOR OPERATION

At the present stage, the Bulgarian legislation has not provided support for the combined transport. When the Law of the railway transport enters into force, it is expected that the Regulation for the combined transport, which is stipulated in the above law, shall also enter into force, as well as some amendments (that are recommended by ECTM) to the acting legislation aiming to give preferences to the combined transport hauliers.

4. FISCAL INCENTIVES

Till the amendments to the Bulgarian legislation concerning combined transport, mentioned in the item 3, enter into force, the Ministry of Transport and Communications speeds up working out bilateral and multilateral intergovernmental agreements on international multimodal transport of goods, fulfilling all requirements of the principles and requirements of Directives 92/106/EEC and 96/53/EC as well as the forthcoming amendments in the EU legislation concerning combined transport of goods.

5. OTHER SUPPORT MEASURES

All measures and activities, mentioned in items 1-4, could be considered as measures to be undertaken in the future. Unfortunately, we could not present a time schedule of their implementation.

6. MEASURES TO BE TAKEN IN THE FUTURE
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 cooperation 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 tonne-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 undertaking 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 tonnes, except in the case of combined transport where the maximum authorised weight is 44 tonnes 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 tonnes 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 (Électricité de France) and the ADEME (French agency for the environment and energy conservation).

6. MEASURES TO BE TAKEN IN THE FUTURE

Of which, short, medium and long term measures (precise time schedule please).

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%.

* * *

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

| Year | Hungarian F Underground | Hungarian F Aboveground | EUR
|------|------------------------|-------------------------|----|
| 2000 | 1 billion               |                         | 4 million
| 2001 | 1.3 billion             |                         | 5 million
| 2002 | 1.5 billion             |                         | 6 million

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 2001-2 006 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 gross ton 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, UN/ECE
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 "...strength 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 incentives.

5. OTHER SUPPORT MEASURES

There is no other support measures.

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 and this advanced society go together and mobility of persons and goods is increasing, because of the economic growth, a better quality of the connections, demographic developments etc. In the near future, there will be more growth in freight transport than in passenger transport in the Netherlands. Freight transport will even be doubled in 2010 compared to 1995. We seek to cope with this growth while improving accessibility, safety and the quality of life.

To achieve this we have made this year a national policy paper, called the National Traffic and Transport Plan. This policy plan outlines our new policy for traffic, transport and related infrastructure in the Netherlands up to the year 2010 with an outlook to the year 2020. Because we find it important to have public support for our policy, we are in constant discussion with society, industry and parliament about the content of this policy paper. We aim at better accessibility, better safety and better quality of life. We don’t see freight transport as a goal in itself; it is a precondition for economic growth. But besides the positive effect on the economic development, the growth of freight transport can lead to negative side-effects. The aim of our policy is to facilitate transport in a socially acceptable way, while internalising the external costs.

Our first instrument to achieve this goal is an enhanced use of existing infrastructure. Optimal use of the infrastructure is a must. Stimulation of the modal shift should lead to better utilization of the whole multimodal infrastructure network.

Should bottlenecks persist despite improved utilization, we come to our second instrument: expansion of infrastructure. This will be done with respect for the environment, which means that for example emissions, noise and safety will be taken into account. Another new aspect of our policy is that we see a potential for public/private partnership in the building and exploitation of infrastructure. Government, business and industry can take a joint approach to tackle infrastructure bottlenecks.

Our third instrument is price policy based on variable and differentiated costs. The principle of the user pays will eventually lead to less congestion, depending on the place and the time of the day. Now society pays most of the social costs of freight transport. The goal of internalizing external costs of infrastructure, environment and safety to the user is to have every shipper and every carrier make a more realistic choice between the social costs and benefits of transporting goods and the way the transport takes place. This will lead to a more efficient use of infrastructure, more safety and fairer competition within and between the different modes of transport.

Intermodal transport is a means to guarantee the accessibility of economic centres, to make better use of the existing infrastructure and to restrict the burden on the environment.

The intermodal policy is part of the integrated freight transport policy of the Dutch government. The present intermodal transport policy has two goals:

1. Firstly, the improvement and integration of the different links in the transport chain.
2. Secondly, the promotion of a modal shift from road transport to railways, inland waterways and short sea.
To achieve this, a spatial structure of multimodal infrastructure and terminals for combined transport is needed. The infrastructure policy, terminal policy and spatial planning policy should be dovetailed and the central government, regional governments and the private sector need to work together.

2. **FINANCIAL SUPPORT FOR INVESTMENT**

A subsidisation scheme for public inland terminals that serve combined transport entered into force in November 2001. Investments in terminals are, in principle, a normal economic activity. The initiative to invest should come from a company; the role of the government is to test the initiatives against social preconditions like environment and safety. However, the government plays a stimulating role in the development of an adequate inland terminal network to try to keep up the transhipment capacity with growing demand. Investments in terminals are large and the development of the turnover is quite slow. Therefore the business risk and initial losses are higher than average. This is why we decided to subsidise the building and expansion of public inland terminal. We believe that the best guarantee for economic viability of an initiative is the commitment of investors and operators of the terminal. A risk-bearing capital of at least 50% is therefore required to receive a subsidy from our part. The initiative to invest should come from an entrepreneur. As a consequence, the location-decision is left to market forces as well, however an initiative should fit well within the framework of existing physical planning policies.

The Subsidisation Scheme for Public Inland Terminals has been approved by the European Commission. It is a very successful subsidisation scheme. The total budget is 8.2 million Euro. The scheme will be in force until the end of 2003.

Supplementary to this scheme, we also have the “Regulation on Subsidies for Business Related Waterway Links”. The purpose of this regulation is to promote transport of goods by water by reducing the investment costs that companies face in establishing waterway-links. The target group of this regulation is shippers. On the basis of this regulation, a shipper can receive a subsidy for a business-related waterway link where the transhipment of goods to and from the waterway takes place for the benefit of the company itself and where one shipper is involved. A risk-bearing capital of at least 50% is therefore required to receive a subsidy from our part. The total budget is ca 13.6 million Euro. The scheme will be in force until the end of 2003.

A similar scheme on business related railway links was less successful and therefore terminated in 2000.

3. **FINANCIAL SUPPORT FOR OPERATION**

None

4. **FISCAL INCENTIVES**

None

5. **OTHER SUPPORT MEASURES**

The maximum gross weight of road vehicles is 50 tonnes. An exemption for 44-tonne 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

See NTTP (under 1.)
## 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 tonnes (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. Measures to be Taken in the Future
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

Concerning the construction of combined transport the government of Slovak Republic regularly gives financial support from the state budget since 1994.

3. FINANCIAL SUPPORT FOR OPERATION

4. FISCAL INCENTIVES

The development of the combined transport is supported also indirectly. The Development Support Program of the combined transport in Slovak Republic is announced to provide the entrepreneurs in the combined transport with guarantees for credits from the commercial banks and likewise covers up to 70% the credits from deposit.

5. OTHER SUPPORT MEASURES

a) Road vehicles carrying out distribution in the liberalised zone of terminals have a permitted weight 44 t.
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) Equipment of terminals.

Bratislava - harbour
full-portal rail crane 32 t. - 1 piece, 16 t. - 2 pieces
frontal container overloading mover 40 t 2 pieces
RoRo
Bratislava - UNS
portal rail crane 32 t. -1 piece
side container mover 24 t. - 1 piece
RoLa
Dobrá pri Čiernej nad Tisou
portal rail crane 50 t - 2 pieces
frontal container overloading mover 45 t. - 1 piece
RoLa
terminal with service tracks with gauge line 1435 and 1520 mm
Zilina (temporary transfer station)
side container overloading mover 24 t. - 1 piece
side container overloading mover KLAUS 20 t. - 1 piece
**Košice (temporary transfer station)**
portal wheeled crane 38 t. - 1 piece, 25 t. - 1 piece
side container overloading mover 35 t. - 2 pieces

**Nové Zámky**
RoLa

**Ružomberok** (regional significance)
portal rail crane 32 t. - 1 piece
frontal container overloading mover 8 t. - 1 piece

**Štúrovo** (regional significance, transfer station for non public use)
high -lift mover 32 t. -1 piece
sideways shifting machine KLAUS 20 t. - 1 piece

**Dunajská Streda** (regional significance, transfer station for non public use)
side container overloading mover 24 t. - 1 piece

### 6. MEASURES TO BE TAKEN IN THE FUTURE

In January 2001, the Conception of the development of the combined transport will be negotiated. It is envisaged in this Conception with modernisation or reconstruction of combined transport terminal in Bratislava, Košice and in Žilina, construction of combined transport terminal in Zvolen in 2001-2003, in 2001-2005 we envisage about the realisation of the accompanying combined transport. After 2005, we will envisage only with unaccompanied combined transport.

Further the Support Program Development for combined transport will be realised in Slovak Republic. In 2002-2010, following incentive will be single irrevocable grand from the state budget to private entrepreneurs for the purpose of purchase of handling technique and freight units up to 30 % from the cost of acquisition.

During 2001-2003, it is necessary to harmonise the legal norms of Slovak Republic with the regulations of EU.
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.
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.

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);

The European Union's ISPA Programme provides some of the financial aid for work on the section linking Bucharest to Constantza (Corridor IV). This programme will be implemented over the period 2000 to 2006 and, in this respect, the necessary projects will be carried out in stages.
Romanian railways has put forward the Bucharest-Baneasa-Fetesti section on the Bucharest-Constanza link for funding under the ISPA programme.

3. FINANCIAL SUPPORT FOR OPERATION

None.

4. FISCAL INCENTIVES


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.

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:

- 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 transhipment 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 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 tonne weight limit** for lorries on initial and terminal hauls to railheads

The general maximum lorry weight in the UK is 40 tonnes for vehicles with five or more axles; the axle weight limit is 11.5 tonnes. 41 tonne, six axle vehicles with a maximum axle weight of 10.5 tonnes 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 tonnes 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” in which Slovenia has bound itself to take all steps necessary to develop and promote combined transport and thus ensure that in the future the transport is performed under more environment friendly conditions.

At the Ministry of Transport a special Resolution on transport policy is under finalisation which one part deals also with the CT.

Based on the decisions taken by the Government of the Republic of Slovenia, the measures for the encouragement of combined transport are gradually being implemented in the Republic of Slovenia.

According to the Law on Railways (adopted by the National Assembly of the Republic of Slovenia in November 1999) a special Governmental Decree on Combined transport as a basic document on CT was adopted in January 2001. It include measures listed here under.

2. FINANCIAL SUPPORT FOR INVESTMENT

The “National Programme for the Development of Rail Transport Infrastructure” (adopted by the National Assembly of the Republic of Slovenia in October 1995 which of Proposal for the modifications and supplements is under procedure at National Assembly) 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.

3. FINANCIAL SUPPORT FOR OPERATION

The Government of the Republic of Slovenia supports the development of combined transport by providing subsidies for CT services. Funds provided to this end are subject to available budget resources. When the Republic of Slovenia becomes a member state becoming of the European Union subsidising will be stopped according to the provisions of the Law on Railways.

4. FISCAL INCENTIVES

4.1. 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 tools does not included within this exemption.

5. OTHER SUPPORT MEASURES

5.1 Weight exemptions

Rules on dimensions, mass and equipment of vehicles allow the increase of total mass up to 44 tons 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
piggyback transport services obtain a reward number of ECO points.
6. MEASURES TO BE TAKEN IN THE FUTURE

The activities are underway for the preparation of bilateral agreements on combined transport with the Romania and the Yugoslavia both envisaged to be signed in 2002.
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 tonnes), vehicles used for the initial or final leg of a combined transport movement (maximum total permitted weight of 44 tonnes) 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 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 railwaies 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.

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.

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.

Weight exemption 44 tonnes.
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.