



Economic and Social Council

Distr.: General
18 September 2015

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Intermodal Transport and Logistics

Fifty-eighth session

Geneva, 30 November–1 December 2015

Item 14 of the provisional agenda

National policy measures to promote intermodal transport

National Intermodal Policies

Submitted by the Governments of Austria, Czech Republic, Germany and Romania

I. Mandate

1. In accordance with the decision of the UNECE Inland Transport Committee (ITC), the Working Party on Intermodal Transport and Logistics continued the work carried out by the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysing national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).
2. The Working Party decided at its fifty-sixth session to continue ensuring that the information was kept up-to-date and requested that the questionnaire be re-sent to member States in 2015. The secretariat updated the survey and sent it to stakeholders in the first half of 2015. The remainder of this document sets out the responses received from Austria, Czech Republic, Germany and Romania.
3. Following a review of the 2015 information at the present session of the Working Party, the secretariat will upload this information onto the WP.24 web site: <http://apps.unece.org/NatPolWP24>.

II. Questionnaire on national policy measures to promote intermodal transport

A. Austria

	<i>Objectives and issues¹</i>	<i>Explanations</i>
1	Importance of intermodal transport in national transport policy	In the framework of the 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 roads, Austria has introduced early measures for the support of environment-friendly modes, such as rail or combined transport.
2	National and international bodies	
2.1	Take measures to improve <i>national</i> policy coordination (environment, land use, transport)	Austrian experts of the Federal Ministry for Transport, Innovation and Technology actively participate in numerous national policy coordination working groups in the field of environment and land use, also dealing with, among others, measures for the promotion of combined transport. These are, e.g. the ongoing works in the area of the Alpine Convention, the Austrian Conference on Spatial Planning, the National Committee on Climate, the Austrian Committee on Sustainable Development and the national Task-Forces for the elaboration of mid- and long-term infrastructure concepts considering all land transport modes.
2.2	Take measures to improve <i>international</i> policy coordination (environment, land use, transport)	Corresponding to the answer above the Austrian transport experts also attach the highest importance to articulate national interests in the field of international coordination bodies. These are, e.g. also the current activities within the Transport Group in the context of the Alpine Convention, ongoing works in the different Transport and Environment expert groups of the European Commission, the further elaboration of the European Union Sustainable Development Strategy, the work of the bodies considering questions to guarantee the fulfillment of the commitments arising from the Kyoto-Protocol as well as with respect to all works and duties considering the climate- and energy package 2020 of the EU, in particular concerning the EU-effort-sharing decision in the field of land transport.

¹ 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).

<i>Objectives and issues¹</i>	<i>Explanations</i>	
3	Costs and prices	Austria is actively involved in the establishment of three rail freight corridors according to Regulation (EU) 913/2010 which address intermodal transport through explicit consideration of terminals (rail, road, maritime and inland ports). Austria cooperates with its neighbouring countries in the implementation of the TEN-T Core Network Corridors, focusing firmly on intermodality issues.
3.1	Establish fair competition between modes	<p>A precondition for establishing fair competition between modes is the elaboration and introduction of fair and efficient pricing schemes. That means prices have to consider the use of resources and should also reflect all external costs.</p> <p>The latest amendment of Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures (Directive 2011/76/EU 2006/38/EC of the European Parliament and of the Council 27 September 2011) allows the internalization of external air and noise pollution costs of road transport for the first time. Therefore Austria has started the internal assessment procedure for the draft of an amendment of the Federal Road Toll Act that will provide regulations for charging the costs of traffic based air and noise pollution of heavy goods vehicles.</p>
3.2	Develop cheaper and more efficient interfaces between modes of transport	(see section 10)
4	Networks, terminals and logistics centres	
4.0	General Overview	
4.1	Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	Generally speaking, Austria has implemented international standards. Austria has ratified and implemented the AGTC Agreement (22 July 1993) and has signed, but not yet ratified, the AGTC Protocol on inland waterways (13 November 1997). According to § 42 of the Austrian Federal Railways Act, the Republic of Austria supports the planning and building of rail infrastructure.
4.2	Integrate terminal planning into national, regional or cross-border transport and land-use planning	Integrated terminal network-programme in accordance with infrastructure managers. Procedures for an integrated terminal planning in the eastern part of Austria are ongoing and are promoted by the Austrian Federal Railways (ÖBB) and the provinces of this region. One example is the almost finished enlargement of the tri-modal terminal in the port of Vienna. Also a new terminal in Inzersdorf will start operation by the end of 2016.

	<i>Objectives and issues¹</i>	<i>Explanations</i>
4.3	Take administrative measures to improve terminal access	For regulatory measures to improve terminal access, see sections 7.1 and 7.2.
4.4	Take administrative measures to improve terminal operations and facilities	Extended opening hours in terminals for unaccompanied transport (e.g. Wels 6x24h). 6/7x24h opening hours in terminals for accompanied “Rolling road (RoLA)” transport (Wels, Wörgl, Brenner). Realisation of gateway concepts.
5	Interoperability	
5.1	Ensure compatibility of railway information and signalling systems	<p>Austria is increasing its network interoperability according to European Standards. In particular, Austria is firmly committed to introduce the European Rail Traffic Management System (ERTMS) according to Decision 2012/88/EU and on the basis of a national deployment plan.</p> <p>Austria already operates 420 km of ERTMS lines in L1 and L2 and is planning to further increase this number especially along core network corridors of European Union.</p>
5.2	Introduce electronic information systems	Austria has introduced the “train drivers’ training” which allows them to cross the borders. Austria has implemented River Information Services (RIS) according to Directive 2005/44/EC.
5.3	Other measures	No special remarks
6	Financial and fiscal support measures	
6.1	Financial support for investments (installations, rolling stock, systems, etc.)	<p>Austria provides financial support for the purchase of transport equipment, the implementation of innovative and new technologies as well as feasibility studies in connection with implementing measures. The “innovation programme for combined freight transport”, from 1 January 2009 to 31 December 2014, contained substantial financial measures for the promotion of combined transport in Austria. It supported investments in installations, systems and mobile equipment necessary for the transport or handling of goods in combined transport. The prolongation of the programme is in preparation.</p> <p>Austria also provides financial support for investments in terminals, regarding construction, enlargement and modernization of transshipment points. A “programme for supporting the development of connecting railways and transfer terminals 2013–2017” has been in force since 1 January 2013 and will end on 31 December 2017. Investments in installations and constructions which are exclusively used for the transshipment of goods are eligible for public funding.</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
6.2 Financial support for operations (specific, initial operations, etc.)	<p>The Austrian Federal Ministry for Transport, Innovation and Technology (BMVIT) supports combined transport operations (as well as single wagon traffic) of railway undertakings to secure a high-quality offer of rail freight transport. In this context, yearly contracts are concluded with various railway undertakings. Based on these contracts, consignments in combined transport are supported financially. In unaccompanied combined transport, remuneration depends predominantly on the weight and size/length of intermodal transport units, the type of transport relation (national, bilateral, transit) and on the transport distance in Austria. In accompanied combined transport (“rolling road”), the refund varies depending on the axis on which the consignments are transported and partly on transport time (day/night).</p> <p>BMVIT supports combined transport operations (as well as single wagon traffic) of railway undertakings to secure a high-quality offer of rail freight transport. In this context, yearly contracts are concluded with various railway undertakings. Based on these contracts, consignments in combined transport are supported financially. In unaccompanied combined transport, remuneration depends predominantly on the weight and size/length of intermodal transport units, the type of transport relation (national, bilateral, transit) and on the transport distance in Austria. In accompanied combined transport (“rolling road”), the refund varies depending on the axis on which the consignments are transported and partly on transport time (day/night).</p>
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p>Incentives for combined transport regarding vehicle tax (according to BGBl. 449/1992, last amended by BGBl. I 13/2014):</p> <p>All national vehicles and their trailers exceeding 3.5 tonnes are exempt from vehicle tax, if they are used exclusively for initial and terminal haulages for combined rail/road transport during that calendar month. Containers (of a length of at least 20 ft), swap bodies or semi-trailers have to be picked up from and delivered to the nearest technically suitable terminal. On request, national vehicles exceeding 3.5 tonnes using the rolling road (RoLa) or (in case of semi-trailers) unaccompanied combined transports on Austrian territory are reimbursed 15 per cent of the monthly vehicle tax for each combined transport journey affected by rail. This reimbursement may reach 100 per cent of the annual vehicle tax.</p>
7	Regulatory support measures

<i>Objectives and issues¹</i>	<i>Explanations</i>
7.1 Exemption from restrictions and traffic bans	<p>Exemption from weekend and holiday driving ban for lorries:</p> <p>Journeys with motor vehicles and trailers exceeding 3.5 tonnes as well as motor vehicles and tractors exceeding 7.5 tonnes are forbidden to travel on Saturdays from 3 p.m. to midnight and on Sundays and holidays from noon to 10 p.m. Journeys which are carried out in the context of combined transport are exempt from that ban if they do not exceed a radius of 65 km to or from the following terminals: Brennersee, Salzburg– Hauptbahnhof, Villach–Fürnitz, Wels–Verschiebebahnhof, , Wien–Nordwestbahnhof, Wörgl, Graz-Süd CCT, Enns Hafen CCT, Wien Freudenau Hafen CCT, Krems a.d. Donau CCT, Linz Stadthafen CCT, St. Michael CCT, Hall in Tirol CCT, Bludenz CCT, Wolfurt CCT.</p> <p><i>Note:</i> Two additional terminals are included in the legal text, but do not provide any combined transport services any more.</p> <p>Exemption from summer holiday driving ban for lorries:</p> <p>Every Saturday, from 28 June to 30 August 2014 (beginning and end of the driving ban is published every year well in advance of the holiday season), journeys with motor vehicles and trailers exceeding 7.5 tonnes are forbidden from 8 a.m. or 9 a.m. to 3 p.m. on certain roads. Journeys which are carried out in the context of combined road-rail and inland waterways-road transport from or to the nearest technically suitable rail loading station/port are exempt from the ban.</p>
7.2 Liberalization of initial and terminal hauls	<p>Exemption from night driving ban for lorries :</p> <p>Motor vehicles exceeding 7.5 tonnes that do not comply with noise emissions standards for the so called low noise vehicles (“lärmarme KFZ”) are not allowed to circulate from 10 p.m. to 5 a.m. Journeys that are carried out in the context of combined transport from and to specific rail stations/ports on clearly specified road corridors, are exempt from that ban in both directions. These rail stations/ports and corridors are defined in a Decree of the Federal Minister for Transport, Innovation and Technology (“Verordnung des Bundesministers für öffentliche Wirtschaft und Verkehr über Ausnahmen vom Nachtfahrverbot für Fahrten im Rahmen des Kombinierten Verkehrs”, BGBl. Nr. 1027/1994, as last amended by BGBl. II Nr. 76/2007).</p> <p>For combined transport operations, the initial and final road leg is liberalized 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) 1072/2009). In addition, according to a Decree of the Austrian Federal Ministry for Transport, Innovation and Technology some specific road corridors for initial and final hauls of</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
7.3 Higher weight limits for road vehicles transporting intermodal loading units	rolling road connections to certain terminals 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). Within a radius of 70 km around the terminal of Wels, initial and final hauls for loading and unloading do not require permits if the rolling road technique (RoLa) is used.
7.4 Facilitation of documentary controls	According to the Austrian, Motor Vehicle Act“ (BGBl. 267/1967 as last amended by BGBl. Teil I Nr. 87/2014) § 4 section 7a the sum of the total weight of motor vehicles and their trailers, which are used for initial and final road legs in combined transport to the nearest technically suitable terminal, must not exceed 44 tonnes (as compared to 40 tonnes for road transport in general). (For the Motor Vehicle Act, combined transport is defined in § 2 section 1 number 40).
7.5 Bonus systems for using intermodal transport	As other sections show (e.g. 7.2. and 7.3.), combined transport in Austria enjoys certain privileges. Therefore, adequate documents must be provided as proof that combined transport is carried out.
7.6 Strict enforcement of road haulage regulations	Numerous bilateral agreements for goods transport by road have been concluded containing additional stipulations for the promotion of combined transport. For countries which are not members of the European Union these additional stipulations state, amongst other specific measures, that supplementary permits for goods transport by road will be issued if the rolling road technique (RoLa) in, to and from Austria is used.
7.7 Other regulatory support measures	The regulations regarding the limit of vehicle weights do not include tolerances. Therefore in principle every infringement will be punished. Based on the Austrian Motor Vehicle Act, stricter sanctions (such as stopping the vehicle altogether for example) can be imposed if road safety is imperilled. Road safety may be imperilled for a variety of reasons. In any case road safety is considered to be imperilled if the maximum authorized total weight is exceeded by more than 2 per cent or the maximum authorized axle weight is exceeded by more than 6 per cent.
8 Transport operations	According to Austrian labour legislation, the time spent by a lorry driver on a rolling road (RoLa) train will be regarded as rest period.
8.1 Liberalize access to the rail networks	There is free access to the rail network in Austria.
8.2 Liberalize access to inland water transport	Austria has liberalized access to inland water transport according to the EU “acquis communautaire” and the Belgrade Convention.
9 Market monitoring	

<i>Objectives and issues¹</i>	<i>Explanations</i>
9.1 Ensure availability of coherent and reliable data	Data on combined transport are collected by Statistics Austria via the unimodal statistics according to EU Regulation 70/2012 (road), 91/2003 (rail) and 1365/2006 (inland waterways). Especially concerning railway statistics, Austria is following a more detailed approach to collect data on the transport on intermodal transport units than foreseen by EU legislation. BMVIT collects detailed data on transalpine traffic, including statistics on combined transport and data on the rolling road (RoLa).
9.2 Establish inventories of bottlenecks	Bottlenecks on the railway infrastructure are jointly analysed by BMVIT and the main Austrian railways infrastructure operator (“ÖBB-Infrastruktur AG”): BMVIT provides forecasts on traffic demand; “ÖBB-Infrastruktur AG” uses models for assignment and capacity analyses. The results were a major input in the definition of a long-term target network for the year 2025 and beyond (“Zielnetz 2025+”) and can be consulted in the project report.
9.3 Establish short sea shipping information offices	Since Austria is an inland country and as such has no short sea shipping promotion centre, it focuses on railways and inland waterways. Nevertheless, Austria is interested in the development of the “motorways of the sea” concept (which was originally proposed in the European Commission Transport White Paper in 2001 as a “real competitive alternative to land transport” and has been re-affirmed in its midterm review in 2006), in so far as it aims at introducing new intermodal maritime-based logistics chains in Europe. These logistics chains could provide more sustainable (and also commercially more efficient) transport solutions than road-only transport.
10 Foster innovations covering all components of the transport chain	<p>The research programme “Future Mobility” focuses on the search for integrated solutions designed to help build the mobility system of the future, a system that must balance social, environmental and economic needs. This integrated approach helps create systems that contribute significantly to ensuring mobility while minimizing the negative impacts of transport. The complex interactions inherent in transport systems require interdisciplinary research approaches aimed at developing both technological and social-organizational innovations. Thus the programme focuses on new markets, generating solutions that respond closely to the essential needs of society.</p> <p>The programme objectives and thematic fields are:</p> <p>The mission-oriented programme addresses strategic challenges in the areas of society, environment and economy by focusing on four themes.</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
11 Operators in intermodal transport chains	<p>The programme supports system-oriented innovation in the fields of passenger and goods transport based on user needs. Complementing these user-oriented themes the programme also supports technical innovation in the fields of transport infrastructure and vehicle technology. This combination encourages development of synergistic solutions designed to address today's mobility challenges and helps create a sustainable future-oriented framework for mobility research.</p> <p>Programme details:</p> <ul style="list-style-type: none"> • Duration: 2012–2020; • Annual budget: 13–19 Million Euro; • Beneficiaries: universities and non-university research groups, companies, NGOs, public agencies including transport providers; • Coverage: Austria (primarily), international participation possible; • Measures: biannual calls for proposals with thematic focus (competitive process), network building activities, dissemination and support for bringing products to market; • Eligible projects: collaborative and strategic research with application-oriented focus.
11.1 Promote cooperation and partnership agreements	Austria participates in the Brenner Corridor platform together with Germany and Italy.
11.2 Promote use of intermodal transport for the transport of dangerous goods	No special remarks
11.3 Promote use of international pools of rail wagons	No special remarks
11.4 Promote operation of rail block trains between terminals	Concerning financial support for operations see 6.2. There is no additional support for block trains.
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Even though no programme in Austria focuses on “effective and compatible EDI systems” only, various support schemes include among others innovative and efficient EDI systems, such as for example the “innovation programme for combined freight transport” or the programme “Future Mobility”.

B. Czech Republic

	<i>Objectives and issues¹</i>	<i>Explanations</i>
1	Importance of intermodal transport in national transport policy	<p>Intermodal (combined) transport is included in priorities of the Transport Policy of the Czech Republic for the years 2014–2020.</p> <p>The Transport Policy requires building of public multimodal terminals according to parameters AGTC which should be included in TEN-T Network as a part of Freight corridors according to Regulation (EC) 913/2010.</p>
2	National and international bodies	
2.1	Take measures to improve national policy coordination (environment, land use, transport)	<p>The transport policy of the Czech Republic is elaborated in accordance with national Strategy of Sustainable Development. One of its specific targets is reducing of negative influence of transport on the environment and common health.</p> <p>The Transport policy of the Czech Republic is regularly updated. The Transport Policy for 2014–2020 is based mainly on European Transport Policy – the EU White Paper and on the document “Europe 2020 – A Strategy for Smart, Sustainable and Inclusive Growth”. The transport policy is a tool for meeting EU objectives for community cohesion and the building of the TEN-T network.</p>
2.2	Take measures to improve international policy coordination (environment, land use, transport)	<p>The Transport policy of the Czech Republic is outgoing from the European documents with a view to economic growth and suitable development. The Transport Policy for 2014–2020 is based mainly on European Transport Policy – the EU White Paper and on the document “Europe 2020 – A Strategy for Smart, Sustainable and Inclusive Growth”. The transport policy is a tool for meeting EU objectives for community cohesion and the building of the TEN-T network (especially priority projects Nos. 22, 23 and 25). By means the politic of area development is also the relation to the land use documents in the central European territory.</p>
3	Costs and prices	
3.1	Establish fair competition between modes	<p>A precondition is the introduction of fair and efficient pricing schemes for the road transport. The important aim is therefore the extending of electronic fee collection for the road network including of reflecting all external costs. It will be responded to the community legislation.</p>

¹ 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).

	<i>Objectives and issues¹</i>	<i>Explanations</i>	
	3.2	Develop cheaper and more efficient interfaces between modes of transport	It is one of aims of the prepared state programme to promote intermodal transport – Support for Construction and extension of intermodal terminals.
4	Networks, terminals and logistics centres		
	4.1	Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	<p>The Czech Republic ratified the AGTC Agreement and the AGTC Protocol on Inland Waterways. The Czech Republic implements also plans of development of the railway networks established by EU and UIC.</p> <p>The international standards are implemented within the framework of the modernization of the four national transit railway corridors, responding the main AGC and AGTC railway lines.</p> <p>The modernization of the inland waterway – rivers Labe and Vltava (E 20) is provided according to the AGN Agreement.</p> <p><i>Note:</i> When modernizing terminals or building new ones, the owner of terminals under their possibilities respect the standards of the AGTC Agreement.</p>
	4.2	Integrate terminal planning into national, regional or cross-border transport and land-use planning	The prepared State programme to promote intermodal transport – Support for Construction and extension of intermodal terminals in locations with potential for development/increase of (international) intermodal transport.
	4.3	Take administrative measures to improve terminal access	The terminal access should be non-discriminatory.
	4.4	Take administrative measures to improve terminal operations and facilities	For privately owned terminals, it depends only on the owners (operators) of terminals.
5	Interoperability		
	5.1	Ensure compatibility of railway information and signalling systems	<p>The National Implementation Plan of ERTMS is valid since September 2007 and updated in February 2015. It concentrates on both basic parts – the communication GSM-R system and the European train control system (ETCS).</p> <p>The GSM-R system is implemented on 1,132 km of rail network. By the year 2020 it is planned that all TEN-T corridors in the Czech Republic to be equipped with GSM-R system.</p> <p>A pilot ETCS project was implemented on the Pofíčany–Kolín section (line C-E 61). It is decided to implement the Level 2 at the national transit railway corridors. The equipment of the ETCS L2 at the section Kolín–Břeclav (line C-E 61) is under construction. By the year 2020 should be equipped the national transit corridors.</p>
	5.2	Introduce electronic information systems	<p>see point 5.1</p> <p>In accordance with the requirements of Directive</p>

<i>Objectives and issues¹</i>		<i>Explanations</i>
		2005/44/EC of the European Parliament and of the Council on harmonized River Information Services (RIS) in the Community and the related EC regulations on the main RIS guidelines, those services are operated and further developed in the Czech Republic.
5.3	Other measures	The rail circuits with 25 Hz and 50 Hz at the main railway lines are being replaced in order to fulfil the interoperability.
6	Financial and fiscal support measures	
6.1	Financial support for investments (installations, rolling stock, systems, etc.)	<p>Programme to promote intermodal transport “Support for Construction and extension of intermodal terminals” – now in the process of notification by the European Commission.</p> <p>Programme for support for purchasing of the new intermodal transport units will be prepared.</p>
6.2	Financial support for operations (specific, initial operations, etc.)	No
6.3	Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Reduction of the annual road tax (by 100%) for those vehicles that are exclusively used in initial and terminal haulage and (by 25 per cent to 90 per cent) for those vehicles that effect the respective number of trips within the frame of a combined transport (in accordance with the valid tenor of Act No. 16/1993 Coll., on Road Tax).

	<i>Objectives and issues¹</i>	<i>Explanations</i>
7	Regulatory support measures	
7.1	Exemption from restrictions and traffic bans	Road vehicles used in combined transport may use roads from the dispatcher to the nearest combined transport terminal or from the terminal to the recipient without restriction throughout the year – see section § 43(3) of Act No. 361/2000 Coll.
7.2	Liberalization of initial and terminal hauls	Full liberalization of road freight transport exists for motor vehicles registered within EU member States.
7.3	Higher weight limits for road vehicles transporting intermodal loading units	No
7.4	Facilitation of documentary controls	No
7.5	Bonus systems for using intermodal transport	No
7.6	Strict enforcement of road haulage regulations	The regulations do not include tolerances.
7.7	Other regulatory support measures	No
8	Transport operations	
8.1	Liberalize access to the rail networks	Free access is guaranteed for the operators fulfilling relevant qualification and technical conditions for operating of railway transport.
8.2	Liberalize access to inland water transport	Free access is guaranteed for the operators fulfilling relevant qualification and technical conditions for operating of inland water transport.
9	Market monitoring	
9.1	Ensure availability of coherent and reliable data	Coherent and reliable statistics data of combined transport are available. Some specific data of the commercial and financial character are very sensitive and operators do not convey them.
9.2	Establish inventories of bottlenecks	<p>Bottlenecks are known.</p> <p>Railways:</p> <p>Most of nodes on the four national transit railway corridors - lines C-E 40, (C-E 55), C-E 61, C-E 551 and C-E 65. At present many of them are prepared and realized to increase their capacity. Some problems are at any places with insufficient loading gauge (mostly tunnels) or short length of tracks in stations.</p> <p>Roads:</p> <p>Substantial part of motorway D1, section of motorway D8 North Bohemia region, missing four lane sections of the important international and national roads, not finished orbital motorway around Prague.</p> <p>Inland waterways:</p> <p>Section of river Labe between border and Ústí n. L. (about 40 km).</p>

	<i>Objectives and issues¹</i>	<i>Explanations</i>
9.3	Establish short sea shipping information offices	The Czech Republic is an inland country and does not operate short sea shipping. Short sea shipping information office was not established.
10	Foster innovations covering all components of the transport chain	Important assumptions for intensification of co-modality principle are solving in framework of the transport policy process. It concerns particularly development of railway infrastructure, e.g. increasing of capacity for freight transport, installation of telematics systems.
11	Operators in intermodal transport chains	
11.1	Promote cooperation and partnership agreements	Indirect promotion on meetings of international working groups and conferences with the attendance of representatives of the Ministry of Transport.
11.2	Promote use of intermodal transport for the transport of dangerous goods	See point 11.1
11.3	Promote use of international pools of rail wagons	No
11.4	Promote operation of rail block trains between terminals	See point 11.1
11.5	Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	No

C. Germany

	<i>Objectives and issues¹</i>	<i>Explanations</i>
1	Importance of intermodal transport in national transport policy	As one of the essential objectives of its transport policy, the Federal Republic of Germany aims at increasing the share of rail and waterway transport – particularly 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, wherever it is possible.

¹ 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).

	<i>Objectives and issues¹</i>	<i>Explanations</i>
2	National and international bodies	
2.1	Take measures to improve <i>national</i> policy coordination (environment, land use, transport)	Experts of the German Federal Ministry of Transport and digital Infrastructure or other Ministries participate in numerous national policy coordination groups or other groups and meetings regarding combined transport.
2.2	Take measures to improve <i>international</i> policy coordination (environment, land use, transport)	Corresponding to the answer to 2.1 the German transport experts also attach highest importance to articulate national interests in the field of international coordination bodies. Germany is actively involved in the establishment of six rail freight corridors according to Regulation (EU) No 913/2010 and No 1316/2013/EU (CEF) which address intermodal transport through explicit consideration of terminals. Germany is also involved in the implementation of the TEN-T Core Network corridors.
3	Costs and prices	
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). External costs of air pollution are integrated in the HGV tolling scheme (§ 3 read in conjunction with Annex 1 of the Bundesfernstraßenmautgesetz.
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.
4	Networks, terminals and logistics centres	
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 different regulations in various regions, 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).

	<i>Objectives and issues¹</i>	<i>Explanations</i>
5	Interoperability	<p>Implementation of individual measures is the responsibility of private enterprises. Public authorities provide for the required legal preconditions and give in some cases financial support.</p> <p>Germany is increasing its network interoperability according to European standards. One measure is the intended installation of ERTMS in several projects.</p>
5.1	Ensure compatibility of railway information and signalling systems	<p>Implementation of individual measures is the responsibility of private enterprises. Public authorities provide for the required legal preconditions and give in some cases financial support.</p> <p>Germany is increasing its network interoperability according to European standards. One measure is the intended installation of ERTMS in several projects.</p>
5.2	Introduce electronic information systems	<p>The Directive 2005/44/EC establishes a framework for the deployment and use of harmonized river information services (RIS) in the Community in order to support inland waterway transport with a view to enhancing safety, efficiency and environmental friendliness and to facilitating interfaces with other transport modes.</p> <p>In order to ensure a harmonized, interoperable and open navigational aid and information system on inland waterway network of the Community, common requirements and technical specifications were introduced.</p> <p>The RIS guidelines as well as the technical specifications regarding the inland ECDIS, the electronic ship reporting, the notices to skippers and the vessel tracking and tracing systems are established.</p> <p>In the last years the Federal Ministry of Transport and Digital Infrastructure issued two financial support programmes for the installation of passenger information systems giving real-time information to rail customers.</p>
5.3	Other measures	No special remarks
6	Financial and fiscal support measures	<p>Financing of combined transport terminals of Deutsche Bahn AG (German Railways) and of other private companies (e.g. ports, private railways).</p> <p>The Federal Government promotes combined transport by providing subsidies for the construction of new high-capacity intermodal terminals and upgrading 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 DB Netz AG, or on the basis of a Guideline to Promote Combined Transport Transshipment Facilities of 1998. The Guideline has been reviewed five</p>
6.1	Financial support for investments (installations, rolling stock, systems, etc.)	<p>Financing of combined transport terminals of Deutsche Bahn AG (German Railways) and of other private companies (e.g. ports, private railways).</p> <p>The Federal Government promotes combined transport by providing subsidies for the construction of new high-capacity intermodal terminals and upgrading 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 DB Netz AG, or on the basis of a Guideline to Promote Combined Transport Transshipment Facilities of 1998. The Guideline has been reviewed five</p>

<i>Objectives and issues¹</i>		<i>Explanations</i>
		times and will be submitted to the European Commission for review to ensure that it complies with state aid rules. The current Guideline on Funding for Combined Transport Terminals of Private Operators entered into force in January 2012 and will expire on 31 December 2015. A reviewed Guideline shall enter into force in January 2016.
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.)	Exemption from motor vehicle tax for those vehicles that are exclusively used for initial and terminal haulage (§ 3 Nr. 9 des Kraftfahrzeugsteuergesetz). Refund of motor vehicle tax for vehicles used in piggyback transport (§ 4 Kraftfahrzeugsteuergesetz).
7	Regulatory support measures	
7.1	Exemption from restrictions and traffic bans	Exemptions from the driving ban on weekends and bank holidays and from the holiday driving ban (§ 30 Abs. 3 Straßenverkehrsordnung).
7.2	Liberalization of initial and terminal hauls	For border-crossing combined transport operations, the initial and final road leg is liberalized for motor vehicles registered within the EU or in the European Economic Area.
7.3	Higher weight limits for road vehicles transporting intermodal loading units	Maximum permissible weight has been increased to 44 tonnes for initial and terminal road haulage (§ 1 der 53. Ausnahmeverordnung von den Vorschriften der Straßenverkehrs-Zulassungs-Ordnung).
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	In principle, every infringement regarding the limit of vehicle weights will be punished (petty offense).
7.7	Other regulatory support measures	In the case of the rolling road, the time spent by drivers on the train is counted against their daily rest periods.
8	Transport operations	
8.1	Liberalize access to the rail networks	There is free access to the rail network in Germany. Access to combined terminals whose construction has been supported through public funds has to be provided without discrimination.

	<i>Objectives and issues¹</i>	<i>Explanations</i>
8.2	Liberalize access to inland water transport	There is free access to the inland waterways. Access to combined terminals whose construction has been supported through public funds has to be provided without discrimination.
9	Market monitoring	
9.1	Ensure availability of coherent and reliable data	Data on combined transport are collected by the Statistisches Bundesamt (destatis). The Federal Office for Goods Transport collects data on combined transport, the modal split and the economic development of the transport sector. The data are published twice a year in a report on market monitoring. Coherent and reliable data are also 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	Foster innovations covering all components of the transport chain	Innovative systems can already be funded on the basis of the Guideline on Funding Combined Transport Terminals of Private Operators.
11	Operators in intermodal transport chains	
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 choice, mentioned in 11.1, is restricted for the transport of specific dangerous goods (§ 35 der Verordnung über die innerstaatliche und grenzüberschreitende Beförderung gefährlicher Güter auf der Straße, mit Eisenbahnen und auf Binnengewässern (GGVSEB)).
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.)	Germany welcomes and supports the use of effective and compatible EDI systems.

D. Romania

	<i>Objectives and issues¹</i>	<i>Explanations</i>
1	Importance of intermodal transport in national transport policy	<p>The Romanian Ministry of Transport is working constantly on upgrading and on the development of transport in Romania as well as European and international transport connections. Within this general framework, it was completed General Transport Master Plan in Romania (GTMP) for the period 2015–2030, a document which is currently under approval by the European Commission.</p> <p>For the intermodal transport, GTMP contains projects proposals to encourage and to develop this mode of transport environment-friendly and helps to safeguard road infrastructure.</p>
2	National and international bodies	
2.1	Take measures to improve <i>national</i> policy coordination (environment, land use, transport)	<p>General Transport Master Plan (GTMP) is a strategic document for the development of transport infrastructure for the road, rail, water, air and multimodal (intermodal) in line with the country's development needs, development objectives and the EU regional economic development objectives. In developing the General Transport Master Plan, Romania currently has nearly completed a comprehensive infrastructure development plan and well-founded for all the main modes of transport, for the programming period 2015–2030. As a strategic document, GTMP offers a phased programme of interventions which include not only proposals to improve transport infrastructure, and proposals relating to the maintenance, management and operations, and transport safety.</p>
2.2	Take measures to improve <i>international</i> policy coordination (environment, land use, transport)	<p>Romania actively participates in international organizations to improve international policy coordination.</p>
3	Costs and prices	
3.1	Establish fair competition between modes	<p>No restrictions apply to tariffs in transport markets</p>
3.2	Develop cheaper and more efficient interfaces between modes of transport	<p>Operators take steps for cheaper and more efficient interfaces between modes of transport.</p>

¹ 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).

	<i>Objectives and issues¹</i>	<i>Explanations</i>
4	Networks, terminals and logistics centres	
4.1	Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	<p>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.</p> <p>In 1999, Romania acceded to the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC).</p> <p>According with national strategy and General Transport Master Plan, the Romanian Ministry of Transport supports the planning and modernization of rail infrastructure.</p>
4.2	Integrate terminal planning into national, regional or cross-border transport and land-use planning	<p>The General Transport Master Plan stipulates that to get a competitive offer multimodal transport is necessary for Romania to have a developed network of modern multimodal terminals, reflecting the future development of multimodal rail transport demand. In addition to proposed work to facilitate growth in Constanta Port import-export flows (by expanding operating capacity of containers in the next ten years, due to market expansion) Master Plan also recommends the rehabilitation of the existing terminal and the construction of new terminals Multimodal us.</p> <p>The objective is to establish a network of terminals "open-user" operated in an efficient manner by the private sector. The network is currently developing the existing sites, some of which are operated efficiently by the private sector. In other locations, it takes their radical modernization or complete replacement of terminals. While all terminals will facilitate the conduct of international traffic, terminals located in Timisoara and Iasi will operate as international access gates, given their location in areas west and east of the country. Iasi Terminal provides services gauge the potential for changing the destination Ukraine, Russian Federation and much of Eastern Europe. Other terminals are selected for their location which will serve the major centres of industrial production and urban economic activities, such as Craiova, Cluj-Napoca, Turda, Bacau and Suceava.</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
4.3 Take administrative measures to improve terminal access	<p>Together with tri-modal terminal (water – rail – road) proposed in Giurgiu and Galați, Romania will be able to offer an extensive network of multimodal terminals connected to railway lines rehabilitated, being allowed so fast and reliable services – a competitive offer that will could be a viable alternative to road transport.</p>
4.4 Take administrative measures to improve terminal operations and facilities	<p>The objective is to establish a network of terminals “open-user” operated in an efficient manner by the private sector. The network is currently developing the existing sites, some of which are operated efficiently by the private sector. In other locations, it takes their radical modernization or complete replacement of terminals. While all terminals will facilitate the conduct of international traffic, terminals located in Timisoara and Iasi will operate as international access gates, given their location in areas west and east of the country. Iasi Terminal provides gauge changing facilities to allow operators to reach destinations in Ukraine, Russian Federation and much of Eastern Europe. Other terminals are selected for their location which will serve the major centres of industrial production and urban economic activities, such as Craiova, Cluj-Napoca, Turda, Bacau and Suceava.</p>

	<i>Objectives and issues¹</i>	<i>Explanations</i>
5	Interoperability	
5.1	Ensure compatibility of railway information and signalling systems	Romania has transposed all European Union Directives on interoperability. All new railway projects of construction or modernization must be in line with the EU Technical Specifications on Interoperability (TSI). All new projects on railway modernization contains the introduction of ERTMS.
5.2	Introduce electronic information systems	Electronic information systems have been permanently improved.
5.3	Other measures	-
6	Financial and fiscal support measures	
6.1	Financial support for investments (installations, rolling stock, systems, etc.)	The Romanian Ministry of Transport supports the modernization of Transport Corridors IV and IX which cross the Romanian territory and are also part of the AGC and AGTC. According to Romanian law, investments and modernization of railway infrastructure are financed from State budget, European Union and national or international financial institutions. The modernization makes with the following AGTC parameters: double line, electrified, max. speed 160 km/h for passenger trains and 120 km/h for freight trains. The sections of Corridor IV: Constanta – Bucuresti – Campina – Predeal was already completed, and Curtici – Brasov – Predeal are in different stages of modernization.
6.2	Financial support for operations (specific, initial operations, etc.)	The European Commission has approved in 2015 a decision to support the financing of Ro-La Project in Romania during the period 2015–2017. Scheme is funded from the Environment Fund revenues.
6.3	Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	In response to EU Directive 92/106/EC establishing common rules for certain types of combined transport of goods between member States, the Romanian government, acting through the Ministry of Transport, issued Government Ordinance No. 88/1999 establishing rules for the combined transport of goods in Romania. In accordance with this Ordinance, economic agents involved in combined transport may be granted temporary exemptions from earnings tax in return for investment in infrastructure development and for the acquisition/modernisation of installations relating specifically to combined transport.

	<i>Objectives and issues¹</i>	<i>Explanations</i>
7	Regulatory support measures	
7.1	Exemption from restrictions and traffic bans	-
7.2	Liberalization of initial and terminal hauls	Initial and terminal hauls are liberalised.
7.3	Higher weight limits for road vehicles transporting intermodal loading units	-
7.4	Facilitation of documentary controls	Government Decision 323/2000 facilitates documentary controls in combined transport.
7.5	Bonus systems for using intermodal transport	-
7.6	Strict enforcement of road haulage regulations	-
7.7	Other regulatory support measures	-
8	Transport operations	
8.1	Liberalize access to the rail networks	The access to the rail networks is liberalised.
8.2	Liberalize access to inland water transport	The access to the inland water transport is liberalised.
9	Market monitoring	
9.1	Ensure availability of coherent and reliable data	-
9.2	Establish inventories of bottlenecks	-
9.3	Establish short sea shipping information offices	-
10	Foster innovations covering all components of the transport chain	-
11	Operators in intermodal transport chains	
11.1	Promote cooperation and partnership agreements	Transport operators can sign onto agreements with infrastructure managers to reduce costs and optimise routes.
11.2	Promote use of intermodal transport for the transport of dangerous goods	General measures for the transport of dangerous goods can be used in intermodal transport.
11.3	Promote use of international pools of rail wagons	Transport operators are free to sign onto any agreements on the use of international pools of rail wagons.
11.4	Promote operation of rail block trains between terminals	Block trains obtain a reduction in rail access charges.
11.5	Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	-