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Policies and measures in support of intermodal transport:

National policy measures to promote intermodal transport

Updated information on measures to promote intermodal transport

Transmitted by the Governments of Austria, Czech Republic, Germany and Lithuania*

I. Introduction

This document contains an update on measures to promote intermodal transport received in 2019 through completion of the questionnaire on the promotion of intermodal transport submitted by Austria, Czech Republic, Germany and Lithuania.

* The present document contains the text submitted to the secretariat reproduced without any changes.

II. Proposals for modifications**

<i>Objectives and issues</i>	<i>Explanations</i>			
	<i>Austria</i>	<i>Czech Republic</i>	<i>Germany</i>	<i>Lithuania</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.	The Transport Policy for 2014–2020 includes the chapter “Infrastructure of multimodal transport”. More details bring the Concept of development of the railway freight transport in the Czech Republic.	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.	The transport sector is the third largest economic sector in Lithuania after manufacturing and trade. The contribution of transport and logistics sector to the countries economy is at least double then the average of the European Union. The development of an intermodal, environmentally friendly and efficient transport system is set on The National Programme on the Development of Transport and Communications for 2014–2022 and is one of the main priorities of Lithuania's general transport policy. Experts and officials of the Lithuanian Ministry of Transport and Communications are working closely with scholars as well as business representative in order to create the main guidelines for long-term strategy for development and improvement of competitiveness of the Lithuanian transport system by 2050.

** 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).

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				Modern transport policy will be based on a long-term integrated view. This strategy will also focus on the global challenges of climate change, rapid technological development, especially digitalisation and system automation, energy efficiency, mobility demand management and the development of new mobility habits, international trade flows and the growth of transport and logistics.

2. National and international bodies

2.1 Take measures to improve national 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

The transport policy is elaborated in accordance with the national strategy on sustainable development. One of its specific targets is reducing of negative influence of transport on the environment and common health.

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.

This year Ministry of Transport and Communications and the companies under its administration established Centre for transport innovations, which will encourage innovations in the transport and communications sector. It is assumed that experts from transport and communications companies will participate in the activities of the Centre for transport innovations. They will look for opportunities to solve problematic issues, share innovations, concerning with the safety of passengers, traffic and infrastructure, robotization of monotonous repetitive workflows, investments in automated distribution and

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considering all land transport modes.				<p>improving working conditions. Centre will create a platform, designed to test and develop technologies, organise workshops and promote sector synergies, as well as organize investment projects too.</p> <p>Two another very important measures must be mentioned:</p> <ol style="list-style-type: none"> 1. Development public logistic centres in Vilnius and Kaunas. This are projects of strategic importance in Lithuania. Their development will help to attract investors and to ensure proper interaction of various transport types in the European transport corridors. It is planned to develop Vilnius public logistic centre by Vaidotai switchyard. It is provided that upon implementation of the project, at least 250 new work places will be created. The territory of Vilnius public logistic centre will cover almost 26 ha. The logistic, warehousing and manufacturing activities are planned there. Kaunas logistic centre will be established by Palemonas node of ways of the railway station. Its territory will be at least 12 ha. When this logistic centre is built, some 100 new work places will be created. The construction

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				<p>works of the public logistic centre in Vilnius should be finished by 2030, and in Kaunas – by 2026, together with the end of the implementation of the European standard gauge rail line “Rail Baltica”.</p> <p>2. Seaport of Klaipeda. Klaipeda port is Lithuania’s largest transportation centre which provides all maritime business and cargo-related services: stevedoring, shipbuilding, ship repair, logistics, cargo forwarding and agency services. Port is situated at the crossroad of two international transport corridors and serves as a bridge both for East-West and North-South distribution chains.</p> <p>Solid plans are under consideration over better utilisation of the potential of the Klaipėda Seaport as the most important transit hub of the country.</p> <p>Having the fastest growing sea port in the Baltic States, Lithuania is considering expansion capacities of Klaipeda Port (max capacity is 65 mln tons), including investments in dredging (up to 17 m) and widening (up to 200 m) of the navigation channel and</p>

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2.2 Take measures to improve international policy coordination (environment, land use, transport)	<p>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 fulfilment 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. Austria is actively involved in the establishment of three rail freight corridors according to Regulation (EU) 913/2010 which address intermodal</p>	<p>The Transport Policy is regularly updated, now is the Transport Policy for 2014–2020. It 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>	<p>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 which address intermodal transport through explicit consideration of terminals. Germany is also involved in the implementation of the TEN-T Core Network corridors.</p>	<p>development of the new off-shore deep-water port.</p> <p>Geographical position of Lithuania, as well as the EU membership, determines the way the international cooperation in transport sector is being developed. The first aspect concerns the EU membership and respective integration of Lithuanian transport system into the West European network. Another aspect is related to a close dependence of transport infrastructure and freight carriage on the neighbouring Eastern countries. Due to these reasons the priority in the international relations field is placed on bilateral cooperation with the neighbouring countries, as well as on multilateral relations with countries of the Baltic Sea Region.</p> <p>Issues related to the promotion of intermodal transport are constantly discussed in forums of the Baltic Sea Region. The Ministry also takes part in the initiatives of the Asia-Europe Meeting (ASEM) and China and 16 Central and Eastern European countries (16+1) cooperation format as well as contributes to policy making of the Transport</p>

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	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.			Ministers' Meetings and other events dedicated to discussion of future visions of the European and Asian transport systems and defining of priority directions in transport policy and potential cooperation areas. Another important format which is established to enhance co-operation between the transport and logistics companies, intermodal transport operators, consignors and consignees, governmental bodies, academic and research institutions East-West Transport Corridor Association (EWTCA). EWTCA increases effectiveness of the East – West Transport Corridor linking the Southern Baltic Sea Region of the European Union (Denmark, Germany, Lithuania, Sweden), the Kaliningrad Region of the Russian Federation and other countries (Belarus, Ukraine, Russia, Kazakhstan, Mongolia, China, and countries in the Black Sea Region and Asia).
3. Costs and prices				
3.1 Establish fair competition between modes	A precondition for establishing fair competition between modes is the elaboration and introduction of fair and efficient pricing schemes. That means	A precondition is the introduction of fair and efficient pricing schemes for the road transport. The important aim could be	Germany promotes fair competition, for example, through public (macro) policy measures and financial support of	The principle of equality in terms of pricing and access has been established in the rules for the service provision and pricing of

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	<p>prices have to consider the use of resources and should also reflect all external costs. 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>	<p>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>	<p>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).</p> <p>On the basis of the “Master Plan for Rail Freight Transport”, the Federal Government is consistently working on increasing the competitiveness of the environment-friendly rail freight transport. One of the five immediate measures is the proportional reduction of track access charges. It is designed to improve the financial scope of rail transport companies for innovation and to reduce prices for rail freight transport. It started on 1 July 2018 und ends on 30 June 2023.</p> <p>As of 1 January 2019, Germany has abolished inland navigation transit charges except for the</p>	<p>the Vilnius and Kaunas Intermodal Terminals.</p>

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3.2 Develop cheaper and more efficient interfaces between modes of transport	(see section 10)	It is one of aims of “Concept of development of the railway freight transport in the Czech Republic”. But this issue depends mainly on the private enterprises.	Moselle and the Kiel Canal. The (financial) support provided for combined transport terminals allows for optimal transshipment operations between transport modes.	Development of cheaper and more efficient interfaces is one of the main tasks of the fair competition between transport modes. Vilnius and Kaunas Intermodal Terminals have implemented an online system for transport loading/unloading orders.
4. Networks, terminals and logistics centres				
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.	These standards are implemented by the modernizing of relevant railway lines and inland waterways When modernizing terminals or building new ones with the state aid, owners of combined transport terminal should / have to respect the standards of the AGTC Agreement.	Germany has ratified the AGTC Agreement, but not the AGTC Protocol on Inland Waterways.	Lithuania is crossed by two European transport corridors: North-South direction Corridor I with its branch IA and the branches IXB and IXD of the East-West direction Corridor IX. These corridors were approved at the Conferences of the European Transport Ministers which took place in Crete and Helsinki. After Lithuania’s accession to the EU these corridors will become a part of the European transport network TEN-T. The European transport Corridor I is also included into the list of lines AGTC, CIM, and CIV.

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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. Examples are the enlargement of the tri-modal terminal in the port of Vienna and the newly built Vienna South Freight Centre.	Combined transport terminals belong to the private sector and are not guaranteed by the State.	The planning and determination of the locations for combined transport terminals is undertaken by their operators, taking into account different regulations in various regions, particularly in terms of construction and planning requirements, as well as of local conditions.	Development public logistic centres in Vilnius and Kaunas will help to attract investors, ensure proper interaction of various transport types in the European transport corridors. In 2020 Kaunas intermodal terminal will be connected to the European standard gauge rail line “Rail Baltica”. It will enable to have two track exchange terminals with a capacity of more than 34 block trains per day. This route is seen as a complementary capacity for East-West trains to the existing routes.
4.3 Take administrative measures to improve terminal access	For regulatory measures to improve terminal access, see sections 7.1 and 7.2.	When modernizing terminals or building new ones with the state aid, owners of combined transport terminal have to ensure the free access.	The promotion of combined transport is undertaken through public (macro) policy measures and financial support (see 6.1.to 6.3).	Final stages of drafting the procedure for the access to railway facilities and rail-related services according Commission Implementing Regulation (EU) 2017/2177 on access to service facilities and rail-related services.
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.	Nothing to report.	On principle, the promotion of combined transport through financial support is confined to investments (exception: see 6.2).	Creating favourable operating conditions for attracting investors to terminals and consistent investing in the development of intermodal terminals operations, infrastructure and equipment. Open access to terminal facilities for all users is ensured.

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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. 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>	<p>The National Implementation Plan of the ERTMS (European Rail Traffic Management System) was introduced in 2007. It concentrates on both basic parts – the communication GSM-R system and the European train control system (ETCS).</p> <p>The GSM-R system was implemented in some sections of the TEN-T network and the necessary number of the traction units.</p> <p>The pilot ETCS project is implemented in the section Kolín – Břeclav (C-E 40, 61). In relation to this the necessary number of the traction units will be equipped. System is not yet in operation.</p>	<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. Germany is increasing its network interoperability according to European standards. One measure is the intended installation of ERTMS in several projects.</p>	<p>In order to improve technical interoperability of Lithuania’s 1520 mm railway network with railways of other EU Member States and to preserve existing regional technical interoperability between railway systems of Baltic States, attention is paid to implementation of directives concerning technical interoperability.</p> <p>Designing, modernisation and construction of railway infrastructure as well as construction and production of rolling stock is based on uniform EU technical specifications of interoperability (TSIs) binding upon all the Member States and are applied both to high speed railway system and conventional railway system.</p> <p>Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (Recast) regulates interoperability of the wide-track and European-track railway system as well as other track width systems in the EU Member States. Provisions of this</p>

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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.	<p>In accordance with the requirements of Directive 2005/44/EC of the European Parliament and of the Council on harmonized river information services in the Community and the related EC regulations on the main RIS guidelines, those services are operated and further developed in the Czech Republic.</p> <p>This is the responsibility of individual entities that select telematic applications according to their needs.</p>	<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. The EU Commission started an evaluation of the RIS directive.</p> <p>In order to ensure a harmonized, interoperable and open navigational aid and information system on the Community’s inland waterway network, common requirements and technical specifications have been introduced. 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</p>	<p>directive have been transposed to the Lithuanian legislation.</p> <p>One of priorities of short investment projects terms of Lithuania is renovation of signal and electricity supply systems. Lithuania consistently invests in the systems ensuring the safe traffic of trains and implementing European Rail Traffic Management System (ERTMS) on the Lithuanian railway network.</p>

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			<p>tracing systems are established. Three of these technical specifications have been updated, adopted and published in the past months, the process of updating the technical specification on electronic ship reporting is ongoing.</p> <p>Commission Regulation 1305/2014 defines telematic applications for freight trains in the European Union to establish a consistent information exchange between different railway stakeholders.</p>	
5.3 Other measures	No special remarks.	<p>In accordance with the requirements of Directive 2005/44/EC of the European Parliament and of the Council on harmonized river information services in the Community and the related EC regulations on the main RIS guidelines, those services are operated and further developed in the Czech Republic.</p> <p>This is the responsibility of individual entities that select</p>	<p>Within the RIS COMEX project, a set of harmonised RIS services will be defined, specified and implemented as part of a CEF funded multi-beneficiary project of 13 European countries, riparian states of TEN-T waterway corridors. The common goal is to realise Corridor RIS Services and their sustainable operation beyond the project's duration, accessible via a</p>	<p>Lithuanian consistently investing in the systems ensuring the safe traffic of trains and implementing European Rail Traffic Management System (ERTMS) on the Lithuanian railway network in order to ensure compatibility of railway information and signaling systems. ERTMS installation functions is installing to European standard gauge rail line "Rail Baltica". Installation of ERTMS will shorten the duration of the long trip from Kaunas to Poland. The ERTMS also ensure</p>

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		<p>telematic applications according to their needs.</p>	<p>common EU RIS portal as a one-stop shop for the users.</p> <p>These Corridor services will enable route and voyage planning and improve predictability, reliability and visibility of inland navigation throughout the European waterway network.</p> <p>The national Inland Waterway Transport Masterplan, developed in cooperation with the trade associations, industry and other stakeholders, focuses, among other things, on:</p> <ul style="list-style-type: none"> • Digitalization: Inland Waterway Transport 4.0 – connecting the ports, digitalizing the locks and vessels, automating the terminals. • Boosting the multimodal transport chain: the objective is that inland waterway transport should account for 12 percent of the freight moved in the modal split. <p>To strengthen the interoperability of</p>	<p>the fully-fledged operation of the Rail Baltica line and of the Kaunas public logistics centre.</p> <p>Once the ERTMS are installed at the Rail Baltica line the speed of the passenger trains between Kaunas and the Lithuanian-Polish state border will be increased to 160km/h, and to 240km/h after modernising the entire line.</p>

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			<p>railways in Europe, Germany applies the Technical Specification for Interoperability (TSI) if technically and financially possible. TSI are available in the fields of Energy, Infrastructure, Rolling Stock (locomotives, passenger and freight wagons), Noise, Safety in Railway Tunnels, Control Command and Signalling, Persons with reduced Mobility, Operation and Traffic Management and Telematic Applications.</p>	

6. Financial and fiscal support measures

6.1 Financial support for investments (installations, rolling stock, systems, etc.)

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 2015 to 31 December 2020, contains substantial financial measures for the promotion of combined

In framework of Operational Program Transport for years 2014–2020 are two supporting programs in force:
 1. “Support of the Modernisation and Construction of the terminals of combined transport” It supports investments in construction, installations and transshipment facilities on

Financing of combined transport terminals of Deutsche Bahn AG (German Railways) and of other private companies (e.g. ports, private railways). The Federal Government promotes combined transport by providing subsidies for the construction of new high capacity intermodal terminals and the

Financial support for investment is provided in the form of State guarantees for loans from international financial institutions. The creation of intermodal terminals in Lithuania was partly financed by European Union funds. Assistance for investments in electrification of the railway Vilnius-Klaipeda route, Rail Baltica line, cross border points is provided according to the European Union

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	<p>transport in Austria. It supports investments in installations, systems and mobile equipment necessary for the transport or handling of goods in combined transport. 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” has been in force since 1 January 2018 and will end on 31 December 2022. Investments in installations and constructions which are exclusively used for the transshipment of goods are eligible for public funding.</p>	<p>the new or current extended terminals of combined transport (State aid max. 49 % of eligible costs).</p> <p>2. “Purchase of intermodal loading units” It provides financial support for purchase of intermodal loading units (State aid max. 30 % of eligible costs).</p>	<p>upgrading of existing terminals (rail/road or inland waterways/rail/road). These subsidies are provided either under the Federal Railway Infrastructure Upgrading Act, if the facilities are terminals operated by DB Netz AG, or since 1998 on the basis of a Guideline on Funding for Combined Transport Terminals Operated by Private Undertakings. The Guideline is regularly reviewed and complies with EU state aid rules. The current Guideline entered into force in January 2017 and will expire on 31 December 2021.</p>	<p>funds and State Investment Programme.</p>
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</p>	No	No	There is no financial support for operations.

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	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).			
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Incentives for combined transport regarding vehicle tax (according to BGBl. 449/1992, last amended by BGBl. I 62/2018)	Reduction of the road tax (by 100 %) for those road vehicles that are exclusively used in initial and final terminal haulage and (by 25 to 90 %) for those vehicles that effect the respective number of trips within the frame of a combined transport operation (in accordance with the valid tenor of Act No. 16/1993 Sb., on Road Tax).	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).	There is no fiscal incentive.
7. Regulatory support measures				
7.1 Exemption from restrictions and traffic bans	Exemption from weekend and holiday driving ban for lorries:	The road vehicles used in the combined transport are	Exemptions from the driving ban on weekends	No general driving ban on Sundays and public holidays.

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	<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. Note: Two additional terminals are included in the legal text, but do not provide any combined transport services anymore. Exemption from summer holiday driving ban for lorries: Every Saturday, from the end of June to the end of August (beginning and end of the driving ban is published every year well in advance of the holiday season), journeys</p>	<p>exempted from the driving ban in the responsible time period on Sundays and Holidays during the whole year and on Fridays and Saturdays only during the summer holidays (in accordance with the valid tenor of Act No. 361/2000 Sb., on the Road Traffic).</p>	<p>and bank holidays and from the holiday driving ban (§ 30 Abs. 3 Straßenverkehrsordnung).</p>	<p>The maximum permissible height of road vehicles carrying containers higher than 2,6 metres (9 foot and 6 inches) according ISO standards has been increased to 4,15 m.</p>

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	<p>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. Exemption from night driving ban for lorries – 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.</p>			

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7.2 Liberalization of initial and terminal hauls	<p>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 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.</p>	<p>Full liberalization of road freight transport exists for motor vehicles registered within states of European Union.</p>	<p>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.</p>	<p>Liberalized.</p>

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7.3 Higher weight limits for road vehicles transporting intermodal loading units	According to the Austrian, Motor Vehicle Act (BGBl. 267/1967 as last amended by BGBl. Teil I Nr.19/2019) § 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).	No	Maximum permissible weight has been increased to 44 tonnes for initial and terminal road haulage (§ 34 Nr. 6 Straßenverkehrs-Zulassungs-Ordnung and § 1 der 53. Ausnahmeverordnung von den Vorschriften der Straßenverkehrs-Zulassungs-Ordnung).	For container transport and for other combined transport units (removable bodies and semi-trailers) in combined transport operations, the maximum permissible total weight of road vehicles with three axles and semi-trailers with two or three axes has been increased to 44 tonnes.
7.4 Facilitation of documentary controls	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.	No	Revision of Directive 92/106/EC plans to introduce the use of electronic evidence for combined transport operations.	Nothing to report.
7.5 Bonus systems for using intermodal transport	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	No	No	There is no bonus system for using intermodal transport.

<i>Objectives and issues</i>	<i>Explanations</i>			
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7.6 Strict enforcement of road haulage regulations	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. 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.	The regulations do not include tolerances.	In principle, every infringement regarding the limit of vehicle weights will be punished (petty offense). Intermodal transport operations are also checked for compliance with cabotage regulations.	Carriages by road transport are regulated according to European regulation. Transportation is allowed without permission if the vehicle height exceeds no more than 10 cm, width – 9 cm, length – 100 cm.
7.7 Other regulatory support measures	According to Austrian labour legislation, the time spent by a lorry driver on a rolling road (RoLa) train will be regarded as rest period.	No	In the case of the rolling road, the time spent by drivers on the train is counted against their daily rest periods, according to Regulation (EC) No 561/2006.	Lithuania plans to introduce tolling scheme on highways and motorways network A category road. New tolling system scheme will be attractive and competitive for carriers carrying different transport units.

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8. Transport operations				
8.1 Liberalize access to the rail networks	There is free access to the rail network in Austria.	Free access is guaranteed for the operators fulfilling relevant qualification and technical conditions for operating of railway transport.	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.	There is a free access to the rail network in Lithuania for all railway companies and carriers which are registered in the Republic of Lithuania or in other member States of the EU, with the exception of transit services (from third country to third country) which can only be provided by Lithuania's state owned railway companies or carriers.
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.	Free access is guaranteed for the operators fulfilling relevant qualification and technical conditions for operating of 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.	Access to inland transport is liberalized.
9. Market monitoring				
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	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.	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	Statistics of Lithuania ensures coherent and reliable data about transport sector statistics, loading and carriage intermodal transport units, containers and other cargo.

<i>Objectives and issues</i>	<i>Explanations</i>			
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	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).			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	Bottlenecks on the railway infrastructure are jointly analysed by BMVIT and the Austrian railways infrastructure manager (“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. Recently an integrated process to re-evaluate and update the long-term target network based on a new national transport forecast has been launched.	Bottlenecks for freight transport are known. Railways: Some sections in suburban areas of big cities, the line Praha – Česká Třebová (C-E 40), line Přerov – Ostrava (C-E 40) and some nodes on the four National Transit Railway Corridors (TEN-T lines). At present many of them are prepared or realized to increase their capacity and improve their parameters. Roads: Substantial part of the motorway D1, missing sections of the motorway D3, missing section of the motorway D35 between East Bohemia and Northwest Moravia, missing four lane sections of the important international and national	In the process of establishing the Federal Transport Infrastructure Plan, bottlenecks are also identified.	Lithuania has established an inventory of bottlenecks and is constantly revising it. Also study on removing barriers in intermodal transport was done.

<i>Objectives and issues</i>	<i>Explanations</i>			
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9.3 Establish short sea shipping information offices	<p>Since Austria is a landlocked 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 European horizontal TEN strategy “motorways of the sea” (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.</p>	<p>roads, not finished orbital motorway around Praha.</p> <p>Inland waterways: Section of river Labe between border and Ústí n. L. (about 40 km).</p> <p>The Czech Republic is an inland country and does not operate short sea shipping. There is no need to establish any short sea shipping information office.</p>	<p>Germany has established a Short Sea Shipping and Inland Waterway Promotion Centre. (SPC) in Bonn. WS 21</p>	<p>There are several companies in Lithuania which are currently involved in short sea shipping activities. These companies may also be relevant subjects for the information in case of requests from other parties.</p>
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</p>	<p>Assumptions for intensification of co-modality principle are solving in framework of the</p>	<p>Innovative systems can already be funded on the basis of the Guideline on Funding Combined</p>	<p>This year Ministry of Transport and Communications and the companies under its administration established Centre</p>

<i>Objectives and issues</i>	<i>Explanations</i>			
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	<p>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. The programme objectives and thematic fields are: The mission-oriented programme addresses strategic challenges in the areas of society, environment and economy by focusing on four themes. 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</p>	<p>transport policy process. It concerns development of railway infrastructure (e.g. increasing of capacity for freight transport, installation of telematic systems).</p>	<p>Transport Terminals of Private Operators.</p>	<p>for transport innovations, which will encourage innovations in the transport and communications sector. It is assumed that experts from transport and communications companies will participate in the activities of the Centre for transport innovations. They will look for opportunities to solve problematic issues, share innovations, concerning with the safety of passengers, traffic and infrastructure, robotization of monotonous repetitive workflows, investments in automated distribution and improving working conditions. Centre will create a platform, designed to test and develop technologies, organise workshops and promote sector synergies, as well as organize investment projects too.</p>

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	<p>development of synergistic solutions designed to address today's mobility challenges and helps create a sustainable future-oriented framework for mobility research. 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. Operators in intermodal transport chains				
11.1 Promote cooperation and partnership agreements	Austria participates in the Brenner Corridor Platform together with Germany and Italy and the relevant provinces as well as Infrastructure	Indirect promotion on meetings of international working groups and conferences with the attendance of	Germany supports the use of environmentally friendly modes of transport. On principle, it does not regulate	The geography of transportations by container trains and servicing includes European and Asian markets. Container train services includes: "Viking train"

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	Managers and the European Commission.	representatives of the Ministry of Transport.	specifically the modal split or the operators' business models.	(Klaipėda – Minsk - Kiev-Ilyichevsk / Odessa); "Saule" Chongqing (China) - Antwerpen (Belgium), by transit via Šeštokai (Lithuania); "Vilnius Shuttle" (Vilnius – Klaipėda - Vilnius); "Merkurijus" (Kaliningrad / Klaipėda - Moscow); "Šeštokai express" (Poland -Lithuania – Belarus - Russia); Contrailer train "Nemunas" (Kaunas (Palemonas) - Vilnius (Paneriai) - Minsk (Koliadichi) - Vilnius (Paneriai) - Kaunas (Palemonas). Also new intermodal train "Amber Train" started operating in 2018. Intermodal train runs on the route Šeštokai / Kaunas – Riga – Tallinn and connects the three Baltic States by railways. Project uses Šeštokai and Kaunas intermodal terminals.
11.2 Promote use of intermodal transport for the transport of dangerous goods	No special remarks	No	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	Kaunas intermodal terminal is under preparation for accepting tank containers with chemicals.

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11.3 Promote use of international pools of rail wagons	No special remarks	No	Binnengewässern (GGVSEB)). See 11.1.	International pools of rail wagons are used in Viking train project.
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.	The reduction of fees for using state owned railway network.	See 11.1.	Joint management of Vilnius and Kaunas terminals and Sestokai station 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”.	No	Germany welcomes and supports the use of effective and compatible EDI systems.	Terminal operating system provides an EDI functionality to inform the container operator or operator about the state of container movement via terminals.