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Economic Commission for Europe**Inland Transport Committee****Working Party on Intermodal Transport and Logistics****Fifty-fourth session**

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Item 3 of the provisional agenda

National policy measures to promote intermodal transport**Promotion of intermodal transport in Austria****Note by the secretariat****I. Mandate**

1. In accordance with a decision of the UNECE Inland Transport Committee (ITC), the Working Party continues the work carried out by the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysis of national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).
2. Detailed information on national policy measures to promote intermodal transport is available in documents ECE/TRANS/WP.24/2011/1, ECE/TRANS/WP.24/2010/7, ECE/TRANS/WP.24/2009/9, ECE/TRANS/WP.24/2009/8 as well as ECE/TRANS/WP.24/2008/5 and addenda.
3. In accordance with the request of the Working Party (ECE/TRANS/WP.24/127, para. 32), the secretariat is continuing to monitor and analyse national policy measures.
4. Updated information transmitted by Austria replacing the relevant objectives and issues contained for Austria in document ECE/TRANS/WP.24/2008/5/Add.1 is contained below.

II. Results of the questionnaire on the promotion of intermodal transport

Austria (2010)

Modifications to the Austrian questionnaire transmitted in document ECE/TRANS/WP.24/2008/5/Add.1 in 2008 are indicated in the table below. Otherwise, the text as contained in document ECE/TRANS/WP.24/2008/5/Add.1 is still valid.

	<i>Objectives and issues¹</i>	<i>Explanations</i>
1	Importance of intermodal transport in national transport policy	ECE/TRANS/WP.24/2008/5/Add.1
2	National and international bodies	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	ECE/TRANS/WP.24/2008/5/Add.1
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	ECE/TRANS/WP.24/2008/5/Add.1
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 prices have to consider the use of resources and should also reflect all external costs. Keeping this as well as the current community legislation in mind ("Directive 2006/38/EC of the European Parliament and of the Council of 17 May 2006 amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures") the Austrian strategy in this field includes – amongst others – the following measures: Differentiation of road tolls for heavy goods vehicles according to their emission standards as well as general increase of the road toll from 1st January 2010 as well as its automatic and periodic adjustment to inflation.

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).

- Austrian experts play an active role in the negotiations on full internalization of all external costs to be part of the proposed amendment of EU Directive 2006/38/EC.
- 3.2 Develop cheaper and more efficient interfaces between modes of transport ECE/TRANS/WP.24/2008/5/Add.1
- 4 Networks, terminals and logistics centres
- 4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways) ECE/TRANS/WP.24/2008/5/Add.1
- 4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning Integrated terminal network-programme within RCA (Rail Cargo Austria) in accordance with infrastructure managers. A good example of integrated terminal planning is the recent enlargement in the terminal Wien–Freudenau which offers excellent connections to rail, road and inland waterways, regionally and for cross border transports (e.g. corridors IV and VII). The terminal itself has been modernized, its capacity extended and an old bridge in the port of Freudenau has been rebuilt to allow for direct access to the central marshalling yard of Vienna. Moreover, good connections to the motorway have been provided. 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. Also a new terminal in Inzersdorf is planned.
- 4.3 Take administrative measures to improve terminal access ECE/TRANS/WP.24/2008/5/Add.1
- 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 .
Implementation of the ITE-Terminal-route card (“Eingangsprüfformular” and “Abholformular TSA”) to increase security during arrival and departure at terminals.
- 5 Interoperability
- 5.1 Ensure compatibility of railway information and signalling systems ECE/TRANS/WP.24/2008/5/Add.1

- 5.2 Introduce electronic information systems ECE/TRANS/WP.24/2008/5/Add.1
- 5.3 Other measures Nothing to report.
- 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 2009 to 31 December 2014, contains substantial financial measures for the promotion of combined 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 the support of transshipment points for intermodal transport (road/rail/ship)" has been in force since 1 July 2006 and will end on 30 June 2012. Investments in installations and constructions which are exclusively used for the transshipment of goods are eligible for public funding.
- For inland waterways, the "Programme for the development of intermodal transports and for the promotion of projects concerning combined transport on the Danube" has been implemented and prolonged until 2013. It offers financial support for regular combined transport services on the Danube as well as for studies and concepts concerning intermodal transport on the Danube.
- 6.2 Financial support for operations (specific, initial operations, etc.) The Austrian Federal Ministry for Transport, Innovation and Technology (BMVIT) orders "public service operations" from railway companies to secure a high-quality offer in railway transport. In this context, yearly contracts regarding combined transport are concluded with ÖBB and private railways. Based on these contracts, consignments in combined transport are supported financially. In unaccompanied combined transport, remuneration depends on the weight and size/length of intermodal transport units and on the transport distance in Austria. In accompanied combined transport, 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.) ECE/TRANS/WP.24/2008/5/Add.1

7 Regulatory support measures

- 7.1 Exemption from restrictions and traffic bans
- Austria grants exemptions from certain restrictions and traffic bans for initial and final road legs of combined transport operations.
- Exemption from weekend and holiday driving ban for lorries
- ECE/TRANS/WP.24/2008/5/Add.1
- Exemption from summer holiday driving ban for lorries
- Every Saturday, from 3 June to 28 August 2010 (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 are exempted from that ban as far as the nearest technically suitable rail loading station/port is concerned.
- Exemption from night driving ban for lorries
- Motor vehicles exceeding 7.5 tonnes that do not comply with noise emissions standards for the so called low noise vehicles (“lärmmilde KFZ”) are not allowed to restrictions and 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 exempted 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).
- 7.2 Liberalization of initial and terminal hauls
- ECE/TRANS/WP.24/2008/5/Add.1
- 7.3 Higher weight limits for road vehicles transporting intermodal loading units
- ECE/TRANS/WP.24/2008/5/Add.1
- 7.4 Facilitation of documentary controls
- ECE/TRANS/WP.24/2008/5/Add.1
- 7.5 Bonus systems for using intermodal transport
- ECE/TRANS/WP.24/2008/5/Add.1

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| 7.6 | Strict enforcement of road haulage regulations | ECE/TRANS/WP.24/2008/5/Add.1 |
| 7.7 | Other regulatory support measures | ECE/TRANS/WP.24/2008/5/Add.1 |
| 8 | Transport operations | |
| 8.1 | Liberalize access to the rail networks | ECE/TRANS/WP.24/2008/5/Add.1 |
| 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 | |
| 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 1172/98 (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 analysed in cooperation with 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. Aggregated results are already published, detailed results will soon be published. |
| 9.3 | Establish short sea shipping information offices | ECE/TRANS/WP.24/2008/5/Add.1 |
| 10 | Foster innovations covering all components of the transport chain | ECE/TRANS/WP.24/2008/5/Add.1 |
| 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. |
| 11.2 | Promote use of intermodal transport for the transport of dangerous goods | Nothing to report. |

11.3 Promote use of international pools of rail wagons Nothing to report.

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.) Nothing to report.
