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

Addendum

Transmitted by the Government of Belgium

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

BELGIUM

	OBJECTIVES AND ISSUES ¹	EXPLANATIONS
1	Importance of intermodal transport in national transport policy	<p><u>Introductory note</u> In Belgium, responsibilities for transport are divided between: the Federal authorities, for access to the profession, vehicle and plant registration and rail transport in general; and to the Regions, for traffic and infrastructure management for the other modes, inland waterway, maritime and road transport.</p> <p><u>Federal Public Service</u> In order to help achieve a better balance in the modal split for freight transport, the Federal Government decided to provide support for the users of intermodal transport units (containers, swap-bodies and semi-trailers) for terminal-terminal and/or terminal-hub transport by rail in Belgium. The latter aid is applicable in 2005, 2006, 2007 and 2008. Another financial support system is in preparation for four years after (2009-2012).</p> <p><u>Brussels-Capital Region</u> The mobility plan for the Brussels-Capital Region (IRIS), which was approved in 1998, makes provision for ensuring freight transport by alternative modes to road. For this purpose, the main strategies are:</p> <ul style="list-style-type: none"> ◦ to develop the rail link between the outer harbour and new freight train formation infrastructure at Schaerbeek; ◦ to develop the only trimodal container terminal linking inland waterway and combined rail-road transport; ◦ to make land available for new logistics activities. <p><u>Flemish Region</u> In the combined transport sector, support measures were implemented by three specialised agencies:</p> <ul style="list-style-type: none"> - Waterwegen en Zeekanaal nv - Scheepvaart nv - Agentschap Maritieme Dienstverlening en Kust (MD&K). <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> ◦ Work on an integrated development scheme for freight networks and terminals in order to implement a voluntary strategy aimed principally at securing a modal shift. One of

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).

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
		<p>the measures under consideration is to strengthen reserve capacity in the inland waterway sector.</p> <ul style="list-style-type: none"> ◦ A package of 21 priority measures for the promotion and development of inland waterway transport (fiscal, land-use planning and pricing measures). ◦ A plan for measures to develop and promote logistics services throughout Hainaut (EU Objective 1 Funding -- opportunity).
2	National and international bodies	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	Nothing to report.
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	Nothing to report.
3	Costs and prices	
	3.1 Establish fair competition between modes	Nothing to report.
	3.2 Develop cheaper and more efficient interfaces between modes of transport	Nothing to report.
4	Networks, terminals and logistics centres	
	4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	Nothing to report.
	4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	Nothing to report.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	4.3 Take administrative measures to improve terminal access	Nothing to report.
	4.4 Take administrative measures to improve terminal operations and facilities	Nothing to report.
5	Interoperability	
	5.1 Ensure compatibility of railway information and signalling systems	Nothing to report.
	5.2 Introduce electronic information systems	Nothing to report.
	5.3 Other measures	Nothing to report.
6	Financial and fiscal support measures	
	6.1 Financial support for investments (installations, rolling stock, systems, etc.)	<p><u>Flemish Region</u> Inland waterways and maritime canals: participation in public-private partnership projects to build loading and unloading facilities (EUR 4 200 000 in 2006 and EUR 1 615 000/year in 2007, 2008 and 2009).</p> <p><u>Walloon Region</u> Financial support measures for combined transport investment include:</p> <ul style="list-style-type: none"> - Premium for retrofits of the inland waterway fleet in the Walloon Region (engine, plant and computer or telecommunications software for instance) - Premium for firms making investments aimed at facilitating the development of inland waterway transport. <p>These measures are limited to 21% of the investment. The total amount allocated on the 2004-2007 period is EUR 2.123.028 for the fleet measure and EUR 1.239.676 for the firm measure.</p>

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	6.2 Financial support for operations (specific, initial operations, etc.)	<p><u>Federal Public Service</u> Financial support for combined transport of freight by rail:</p> <ul style="list-style-type: none"> - Financial support from 2005 to 2008 for operators who organise combined transport services by rail for the carriage of freight, comprising a flat rate per km unit and for handling (minimum distance 51 km inside Belgium). - Total budget : EUR 15 000 000 in 2005, EUR 30 000 000/year in 2006, 2007 and 2008. <p><u>Brussels-Capital Region</u> Financial support for the container terminal in the Brussels Port.</p> <ul style="list-style-type: none"> - Since 01/01/2007 to 31/12/2009. - Total budget : EUR 150 000 / year (12€/20' – 18€/30 – 24€/40') - For regular container combined transport services by inland waterways from or to Brussels terminal. <p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Low pilotage duties for Short Sea Shipping (SSS) from 2002 to, at least, 2006. - Hire of transport and management specialists (approximately EUR 350 000/year from 2006 to 2009). <p><u>Walloon Region</u> Subsidy for the launch of new regular container transport services by inland waterway in the Walloon. The help is limited to the 3 first years of the service.</p>
	6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p><u>Walloon Region</u></p> <p>Navigation dues were abolished in 2006. (estimated value for the sector : 5.000.000 EUR /year)</p>
7	Regulatory support measures	
	7.1 Exemption from restrictions and traffic bans	Nothing to report.
	7.2 Liberalization of initial and terminal hauls	Nothing to report.
	7.3 Higher weight limits for road vehicles transporting intermodal loading units	Nothing to report.
	7.4 Facilitation of documentary controls	Nothing to report.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	7.5 Bonus systems for using intermodal transport	Nothing to report.
	7.6 Strict enforcement of road haulage regulations	Nothing to report.
	7.7 Other regulatory support measures	Every Region finances studies, development schemes and plans for transport systems, their efficiency and the organisation of terminals and logistics. <u>Walloon Region</u> - Finalising and co-ordinating the multimodal hub network. Identifying and reserving land for multimodal accessibility.
8	Transport operations	
	8.1 Liberalize access to the rail networks	Nothing to report.
	8.2 Liberalize access to inland water transport	Nothing to report.
9	Market monitoring	
	9.1 Ensure availability of coherent and reliable data	Nothing to report.
	9.2 Establish inventories of bottlenecks	Nothing to report.
	9.3 Establish short sea shipping information offices	Nothing to report.
10	Foster innovations covering all components of the transport chain	Nothing to report.
11	Operators in intermodal transport chains	
	11.1 Promote cooperation and partnership agreements	Nothing to report.
	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.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	11.4 Promote operation of rail block trains between terminals	Nothing to report.
	11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Nothing to report.
