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National policy measures to promote intermodal transport

Status report of 2012

Note by the secretariat

I. Mandate

1. In accordance with the decision of the UNECE Inland Transport Committee (ITC), the Working Party is continuing 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. As decided by the Working Party (ECE/TRANS/WP.24/129, para. 20), the secretariat has reproduced the following information updated by Belgium, Czech Republic, Germany and Poland.
3. Following the review of the 2012 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. Belgium

<i>Objectives and issues¹</i>	<i>Explanations</i>
1 Importance of intermodal transport in national transport policy	<p>In Belgium, responsibilities for transport are divided between:</p> <p>the Federal authorities for access to the profession, vehicle and plant registration and rail transport in general; and</p> <p>the Regions for traffic and infrastructure management for the other modes, i.e. inland water, maritime and road transport.</p> <p>Federal Public Service:</p> <p>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 and/or terminal-hub transport by rail in Belgium. The latter aid was applicable between 2005–2008 and is prolonged by a new financial support system for the years 2009–2012.</p> <p>Brussels-Capital Region</p> <p>The mobility plan for the Brussels-Capital Region (IRIS2), approved on 9 September 2010, makes provision for ensuring freight transport by alternative modes to road (2015–2020).</p> <p>Flemish Region</p> <p>Within the framework of “The Mobility Plan Flanders II”, the Flemish Region intends to support investments and operations in the combined transport sector. Policy and support measures are implemented by two specialized agencies: Waterwegen en Zeekanaal NV and NV De Scheepvaart.</p> <p>Walloon Region</p> <p>The Marshall Plan intends to promote the logistics sector (Cluster “Logistics in Wallonia”) and works on an integrated development scheme for freight networks and terminals in order to implement a voluntary</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>
2 National and international bodies	strategy aimed principally at securing a modal shift. One of the measures under consideration is to strengthen reserve capacity in the inland waterway sector. A package of five priority measures for the promotion and development of inland waterway transport in 2008–2013 (fiscal, land-use planning and pricing measures) is being implemented.
2.1 Take measures to improve national policy coordination (environment, land use, transport)	Flemish Region: through a bimonthly informal meeting of civil servants of all regions involved in transportation and logistics, draft policies are discussed to improve mutual understanding and streamline different interests.
2.2 Take measures to improve international policy coordination (environment, land use, transport)	Flemish Region: through the Flemish Port Commission, points of view on different European (and other international) topics are discussed between the representatives of the four Flemish ports, the employers' organization and the unions, which often leads to a coordinated policy on European (and other international) topics.
3 Costs and prices	
3.1 Establish fair competition between modes	Flemish Region: in the past, financial support was given to the transport of intermodal loading units (ILU) for rail and inland navigation. With regard to inland navigation, this support ran through December 2011. For rail it runs through December 2012. Given the budgetary constraints and the scale of success, it is unclear whether these support programs will be retained. Furthermore, there is still uncertainty on the planned introduction of road pricing.
3.2 Develop cheaper and more efficient interfaces between modes of transport	Flemish Region: studies and pilot projects for the development and introduction of new transshipment techniques and concepts to better integrate inland navigation in the logistic chain.
4 Networks, terminals and logistics centres	
4.0 General Overview	Flemish Region: participation in public-private partnership projects to build loading and unloading facilities Project "Distribouw": the aim is designing, developing and making operational a neutral network of intermodal transfer points for construction materials. In these transfer points, or distribution and consolidation centers (D&CC), goods can be delivered to or distributed from the D&CC by inland waterway transport. Because of the consolidation of goods in the D&CC, the cargo volumes will be large enough to use barges in a profitable way instead of trucks.

<i>Objectives and issues¹</i>	<i>Explanations</i>
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	Flemish Region: the concept of extended gateways to, from and between sea – and airports is fully integrated within the official land-use policy plan.
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	Federal Public Service: Belgium takes part – at European level – in the implementation of RTE/T (ERTMS network) and rail freight corridors.
5.2 Introduce electronic information systems	Flemish Region: implementation of RIS (River Information Services).
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>Flemish Region</p> <ul style="list-style-type: none"> - Inland waterways and maritime canals: premium for modernisation of small boats (400 000 €) - Premium for retrofitting boat motors with low emissions - Participation in public-private partnership projects to build loading and unloading facilities (5,951,000 euro in 2010, 5,023,000 euro in 2011, 5,500,000 euro in 2012) - Aid for the transport of pallets by inland navigation, budget of 1,525,000 euro to begin in 2012 - Estuary shipping, budget of 3,216,844 euro from 2006 through 2011 <p>Walloon Region</p> <p>Financial support measures for combined transport investment include:</p> <ul style="list-style-type: none"> Premium for retrofitting the inland waterway fleet in the Walloon Region (for example: engine, computer or telecommunication software); Premium for firms making investments aimed at facilitating the development of inland waterway transport. <p>These support measures are limited to 21 per cent of total investment.</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
6.2 Financial support for operations (specific, initial operations, etc.)	<p>Federal Public Service:</p> <p>Financial support for combined transport of freight by rail:</p> <p>Financial support for 2009–2012 for operators organising combined freight transport services by rail, comprising a flat rate per km and unit and for handling (minimum distance of 51 km inside Belgium);</p> <p>Financial support for 2009–2012 for operators that start new regular international train services (minimum 50 TEUs) for a minimum of 40 weeks per year;</p> <p>Total budget : EUR 100.000.000</p> <p>Brussels-Capital Region</p> <p>Financial support for the container terminal in the Brussels Port (01/01/2007–31/12/2009).</p> <p>Total budget: EUR 150 000 per year (12€ for 20 ft units, 18€ for 30 ft units and 24€ for 40 ft units) for regular container combined transport services by inland waterways from or to the Brussels terminal.</p> <p>Flemish Region</p> <ul style="list-style-type: none"> - Hiring transport and management specialists - Aid for the transport of pallets by inland navigation, budget see 6.1, to begin in 2012 - Estuary shipping, budget see 6.1, from 2006 through 2011 - Aid for intermodal transport of containers, budget 2,500,000 euro from 2009 through 2011 <p>Walloon Region</p> <p>Subsidy for the launch of new regular container transport services by inland waterway in the Walloon region limited to the first three years of the service;</p> <p>Premium for consultancies.</p>
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p>Walloon Region</p> <p>Navigation dues were abolished in 2006 (estimated value for the sector: 5.000.000 EUR per year);</p> <p>Exemption from tax on buildings and equipment for combined transport (“précompte immobilier”).</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	<p>Federal Public Service:</p> <p>In domestic traffic, the maximum weight of 44 t is generalized with a maximum axle load of 11 tons.</p>

<i>Objectives and issues¹</i>		<i>Explanations</i>
7.4	Facilitation of documentary controls	Nothing to report
7.5	Bonus systems for using intermodal transport	Federal Public Service: A system underway (2009–2012) provides federal financial support for the rail component of ITU's transport (cf. Royal Decree of July 15, 2009 on the promotion of ITU'S combined rail transport for the period 2009–2012).
7.6	Strict enforcement of road haulage regulations	Federal Public Service: The monitoring of regulations is performed on the road and in business.
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 services. Flemish region: through close cooperation between universities, civil servants and knowledge institutes, innovation in the transport and logistics sector is booming. Walloon Region Finalization and coordination of a multimodal hub network; Identification and reservation of land for multimodal accessibility.
8	Transport operations	
8.1	Liberalize access to the rail networks	Federal Public Service: Access is liberalized under application of the European Union system.
8.2	Liberalize access to inland water transport	Federal Public Service: Access is liberalized under application of the European Union system.
9	Market monitoring	
9.1	Ensure availability of coherent and reliable data	Flemish Region: the implementation of RIS on waterways ensures the availability of coherent and reliable data on inland navigation
9.2	Establish inventories of bottlenecks	Flemish Region: the agencies – Waterwegen en Zeekanaal NV and NV De Scheepvaart – drew up an Infrastructure Masterplan for the Flemish Waterways with Horizon 2014. The Masterplan makes an inventory of the bottlenecks and missing links and presents the necessary investments in the related transport infrastructure of the Flemish waterways to fully deploy the opportunities of inland navigation and establish connections to the European network.

<i>Objectives and issues¹</i>	<i>Explanations</i>
9.3 Establish short sea shipping information offices	Nothing to report
10 Foster innovations covering all components of the transport chain	Nothing to report
10.0 General Overview	Flemish region: through close cooperation between universities, civil servants and knowledge institutes, innovation in the transport and logistics sector is booming.
11 Operators in intermodal transport chains	
11.1 Promote cooperation and partnership agreements	Flemish Region: Flanders Inland Shipping Network (FISN) is a working forum for all stakeholders in inland waterway transport (IWT). The forum actively works towards the realization of strategic and specific goals that aim to increase the performance of IWT in Flanders.
11.2 Promote use of intermodal transport for the transport of dangerous goods	The Flemish region is taking its first steps in promoting inland navigation as the safest transport mode for dangerous goods. The use of inland navigation results de facto in intermodal transport with regard to the pre- and post-haulage. One of these steps has been the implementation of a new regulatory framework which was published 1 August 2012 and which will come into effect as of 1 September 2012. The procedure of accession to the ADN-treaty is underway.
11.3 Promote use of international pools of rail wagons	Nothing to report
11.4 Promote operation of rail block trains between terminals	Federal Public Service: A system underway (2009–2012) provides federal financial support for the rail component of ITU's transport (cf. Royal Decree of July 15, 2009 on the promotion of ITU'S combined rail transport for the period 2009–2012).
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Flemish Region: implementation of RIS (River Information Services), establishment of an Inland AIS-network (automatic Information System), support measure for the installation of AIS transponders on barges (budget 1.575.000 EUR, 20 per cent financed by EU).

B. Czech Republic

<i>Objectives and issues¹</i>	<i>Explanations</i>
1 Importance of intermodal transport in national transport policy	Intermodal (combined) transport is included in two priority elements of the Czech transport policy 2005–2013: Reaching a suitable modal split and establishing

<i>Objectives and issues¹</i>	<i>Explanations</i>
	<p>high-quality transport infrastructure.</p> <p>The specific target of the first priority also covers the development and restoration of railway transport towards fast transport as part of logistic chains, including “door-to-door” transport services and the development and use of the Labe inland waterway allowing intermodal (combined) transport over longer distances.</p> <p>Concerning the second priority, the infrastructure of intermodal (combined) transport terminals is not included therein as they belong to the private sector and are not guaranteed by the State. The specific tool to provided support for this objective is the “Programme of Aid for Combined Transport”.</p> <p>Furthermore, a strategy for the support of logistics from public funds is prepared, aiming at support for the development of the concept and creation of multimodal public logistic centres, including combined transport terminals.</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 the national strategy on sustainable development. One of its specific targets is reducing negative influence of transport on the environment and common health.</p>
2.2 Take measures to improve international policy coordination (environment, land use, transport)	<p>Transport policy of the Czech Republic is based on European documents, with a view toward economic growth and suitable development and is also a tool for the fulfilment of the European aims recording 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. Therefore, an important aim is extending electronic fee collection for the road network, including reflecting all external costs. It will be responded to the community legislation.</p>
3.2 Develop cheaper and more efficient interfaces between modes of transport	<p>This is one of the aims of the prepared Strategy for Support of logistics from public funds.</p>
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 proceeded with plans to develop railway networks established by the EU and the International Union of Railways (UIC).</p> <p>International standards are implemented within the</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	<p>framework of the modernization of the four National Transit Railway Corridors, corresponding to the main AGC and AGTC railway lines. The modernization of the inland waterway – river Labe and Vltava (E 20) is provided according to the AGN Agreement. At present, it addresses increasing the minimum height under selected bridges.</p> <p>Prepared Strategy for Support of logistics from public funds is aimed at supporting the creation of the network of multimodal public logistics centres also including combined transport terminals. Particular regions are engaged step by step into the process and the basic outputs are part of the development area.</p>
4.3 Take administrative measures to improve terminal access	See points 7.1, 7.2.
4.4 Take administrative measures to improve terminal operations and facilities	Regarding the private ownership of all terminals, it is dependent solely on the owners (operators) of terminals.
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	<p>The National Implementation Plan of the European Rail Traffic Management System (ERTMS) was introduced in September 2007. It concentrates on both basic parts – the communication GSM-R system and the European train control system (ETCS).</p> <p>The pilot GSM-R system project was implemented in the Děčín – Praha and Praha – Kolín sections. By 2016 the gradual equipment of 1,540 km of the TEN-T network is planned, as well as the necessary number of traction units.</p> <p>At present, the pilot ETCS project is implemented in one 30 km section and is planned to equip the National Transit Corridors by 2014–2016, depending on their upgrading advancement. In relation to this, the necessary number of traction units will be equipped.</p> <p>The so-called E Corridor connecting Praha with Dresden, Wien, Bratislava and Budapest has been established. An agreement of the countries concerned aims to ensure the ERTMS system is established by 2015 (the German Dresden – Děčín section however by 2020).</p>
5.2 Introduce electronic information systems	See point 5.1.
5.3 Other measures	See point 5.1.
6 Financial and fiscal support measures	
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	“Programme of Aid for Combined Transport” for 2006–2010 has two subprogrammes that support investment in combined transport – “Construction of the New and Modernization of the Existing Terminals

<i>Objectives and issues¹</i>	<i>Explanations</i>
6.2 Financial support for operations (specific, initial operations, etc.)	<p>with Public Access” and “Innovative Technology for the New Lines of Combined Transport”. However, there are no public funds available now. The amount of allocated finances for the specific years is established every calendar year – (after the ratification of the state budget).</p> <p>In the framework of the Operational Programme Transport for years 2007–2013, the programme “Support of the Revitalization of Sidings” is in force. It supports investments in construction, installations and mobile equipment only on new or current extended sidings.</p>
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p>Start-up phase aid (initial support) has been rendered since 2006 for the operation of the new lines of unaccompanied combined transport. At present this is not activated.</p> <p>Reduction of the road tax (by 100 per cent) for those vehicles that are exclusively used in initial and terminal haulage and (by 25 to 90 per cent) for those vehicles that effect the respective number of trips within the framework of a combined transport (in accordance with the valid tenor of Act No. 16/1993 Sb., on Road Tax).</p>
7 Regulatory support measures	
7.1 Exemption from restrictions and traffic bans	<p>The road vehicles used in combined transport are 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>
7.2 Liberalization of initial and terminal hauls	<p>Full liberalization of road freight transport exists for motor vehicles registered within EU states.</p>
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	Nothing to report.
8 Transport operations	
8.1 Liberalize access to the rail networks	<p>Free access is guaranteed for operators fulfilling relevant qualification and technical conditions for operating railway transport.</p>
8.2 Liberalize access to inland water transport	<p>Free access is guaranteed for operators fulfilling relevant qualification and technical conditions for operating inland water transport.</p>
9 Market monitoring	

<i>Objectives and issues¹</i>	<i>Explanations</i>
9.1 Ensure availability of coherent and reliable data	Coherent and reliable statistics data of combined transport are available. Some specific data of commercial and financial character are very sensitive and operators do not convey them.
9.2 Establish inventories of bottlenecks	Bottlenecks are known. Railways: Most nodes on the four National Transit Railway Corridors. At present many of them are prepared and capable of increasing their capacity. Roads: A substantial part of the four missing motorway D1, a section of the D8 motorway in the North Bohemia region, lane sections of important international and national roads, unfinished orbital motorway around Praha. Inland waterways: A section of river Labe between border and Ústí n. L. (about 40 km).
9.3 Establish short sea shipping information offices	The Czech Republic is an inland country and does not operate short sea shipping. A short sea shipping information office has not been established.
10 Foster innovations covering all components of the transport chain	Important assumptions for intensifying co-modality principle are solving challenges in the framework of transport policy process. It particularly concerns the development of railway infrastructure, e.g. increasing the capacity for freight transport, installation of telematic systems.
11 Operators in intermodal transport chains	
11.1 Promote cooperation and partnership agreements	Indirect promotion during meetings of international working groups and conferences with representatives of the Ministry of Transport in attendance.
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 6.2 and 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

<i>Objectives and issues¹</i>	<i>Explanations</i>
2 National and international bodies	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.
2.1 Take measures to improve national policy coordination (environment, land use, transport)	Experts of the German Federal Ministry of Transport, Building and Urban Development or other Ministries participate in numerous national policy coordination groups or other groups and meetings regarding combined transport.
2.2 Take measures to improve international policy coordination (environment, land use, transport)	See answer to 2.1, which also applies to international policy coordination. As an example, Marco Polo should be mentioned.
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).
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).
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	Implementation of individual measures is the responsibility of private enterprises. Public authorities provide for the required legal preconditions.
5.2 Introduce electronic information systems	See 5.1.
5.3 Other measures	

<i>Objectives and issues¹</i>	<i>Explanations</i>
6 Financial and fiscal support measures	
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). 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 times and will be submitted to the European Commission for review to ensure that it complies with state aid rules. The new Guideline on Funding for Combined Transport Terminals of Private Operators entered into force in January 2012.</p>
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.)	<p>Exemption from motor vehicle tax for those vehicles that are exclusively used for initial and terminal haulage.</p> <p>Refund of motor vehicle tax for vehicles used in piggyback transport.</p>
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.
7.2 Liberalization of initial and terminal hauls	Maximum permissible weight has been increased to 44 tonnes for initial and terminal road haulage.
7.3 Higher weight limits for road vehicles transporting intermodal loading units	See 7.2.
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	No special remarks.
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	Access to combined terminals whose construction has been supported through public funds has to be provided without discrimination.
8.2 Liberalize access to inland water transport	See 8.1.
9 Market monitoring	

<i>Objectives and issues¹</i>	<i>Explanations</i>
9.1 Ensure availability of coherent and reliable data	Coherent and reliable data are 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	The Federal Government Freight Transport and Logistics Action Plan of the explicitly foresees its implementation support for innovative actions. 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.
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.)	See 11.1 and 11.2.

D. Poland

<i>Objectives and issues¹</i>	<i>Explanations</i>
1 Importance of intermodal transport in national transport policy	Development of combined transport is one of the main priorities in transport policy. In accordance with EU accession negotiations, the common rules for certain types of combined transport (Directive 106/92) were implemented. In such cases, the legal conditions of combined transport's performance are comparable with the EU standards. New regulations create possibilities for using Public-Private-Partnerships (PPP) for financing combined and intermodal transport infrastructure.
2 National and international bodies	
2.1 Take measures to improve national policy coordination (environment, land use, transport)	The improvement of national policy coordination is still in progress to ensure efficiency in transport infrastructure development. It is undertaken, for example, by the strategy for the development of

<i>Objectives and issues¹</i>	<i>Explanations</i>
2.2 Take measures to improve international policy coordination (environment, land use, transport)	<p>maritime ports through 2015 or by the Master Plan for railway transport in Poland through 2030.</p> <p>The Ministry of Transport, Construction and Maritime Economy (MTCME) is finalizing its work on a Strategy for Transport Development which will be a part of nine sectorial strategies being prepared by the Polish Government and will include, among others, the following priorities: Development of intermodality in freight transport and creation of favourable conditions for the development of TSL. The main action will be the modernization of railway infrastructure and intermodal terminals.</p> <p>Experts of the Polish MTCME actively participate in working groups and intergovernmental cooperation in the fields of environment, land use, transport, etc.</p>
3 Costs and prices	
3.1 Establish fair competition between modes	<p>Internalization of external costs is directly connected to transport charges. Their level for roads will be decided by the MTCME in a decree. From 1 July 2011, the electronic toll collection system ViaToll is operating and covers motorways, express roads and first class national roads for all vehicles with a gross weight over 3.5 tonnes (distance-based toll system). The toll amount depends on the class of the road, gross weight of the vehicle and the EURO emission class.</p>
3.2 Develop cheaper and more efficient interfaces between modes of transport	<p>Multimodality can be improved by the use of Intelligent Transport Systems (ITS). The Strategy for Transport Development, mentioned under point 2.1, contains some information on ITS indicating guidelines for their implementation. ITS are implemented on the national level (viaToll, ERTMS, RIS) as well as on the regional and local level (cities). Information on ITS actions in Poland is prepared according to art. 17.2 of the ITS Directive 2010/40/EU (Official Journal L 207 , 06/08/2010 P. 0001 – 0013).</p>
4 Networks, terminals and logistics centres	
4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	<p>Poland ratified the AGTC Agreement in 2002. About 4,200 km of railway lines are in line with the AGTC standards. Poland is considering the possibility of signing the Protocol on inland waterways. However, in order to meet these European standards, significant investments will be needed.</p>
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	<p>The integration of terminal planning is made in accordance with spatial development planning and as defined in the Concept of the National Spatial Development Plan.</p> <p>PKP Cargo S.A. developed a “Concept of building of logistic centres and points for concentration of transshipment and logistic operations until the year</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
	<p>2010”.</p> <p>PKP Cargo S.A. operates container terminals in Gliwice Sośnica, Mława, Małaszewice, Rzepin and a container transshipment point in Żurawica. Moreover, it is planned to build new container terminals or transshipment points with other logistic operators in Wrocław, Konin, Suwałki and Dorohusk. The process of building a container terminal is significantly advanced in Poznań Franowo and Ostaszewo Toruń. The modernization of the container terminal in Małaszewice has been finished. It is also planned to extend the terminals in Gliwice Sośnica and in Mława and to build a modern terminal in Medyka.</p>
4.3 Take administrative measures to improve terminal access	<p>All intermodal terminals co-financed with European Union (EU) Funds (as mentioned in section 6.1) should offer open access for all interested companies. According to EU rules, no restrictions in accessing these terminals are allowed.</p>
4.4 Take administrative measures to improve terminal operations and facilities	<p>Regulation on state aid scheme for intermodal investments within Operational Programme Infrastructure and Environment – The National Strategic Reference Framework for the years 2007–2013 is the measure to improve terminal operations and facilities.</p>
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	<p>Poland is carrying out the National Plan for Implementation of ERTMS. Currently, four projects are implemented. Several projects for carriers are in preparation. Projects are co-financed from the EU Cohesion Fund under the operational programme Infrastructure and Environment, the National Strategic Reference Framework for the years 2007–2013 and action 7.1 Development of Railway Transport.</p>
5.2 Introduce electronic information systems	<p>Poland has started the implementation of River Information Systems (RIS). The RIS Centre was created on 1 January 2010 within the Office of Inland Waterway Transport in Szczecin. In May 2010, the European Commission, within the multi-annual work programme 2007–2013, launched the call for the application of RIS projects. A pilot project for RIS on the lower Oder was submitted. The main objective of the project is, among others, to include the Polish inland waterways into the pan-European RIS.</p>
5.3 Other measures	
6 Financial and fiscal support measures	
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	<p>Financing from the EU Cohesion Fund is based on the operational programme Infrastructure and Environment, the National Strategic Reference Framework for the years 2007–2013. Within priority 7, environmentally friendly transport is the action dedicated to intermodal</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
6.2 Financial support for operations (specific, initial operations, etc.)	transport (Action 7.4: 145 Million EUR). ² There are also actions dedicated to railway transport (Action 7.1: 6 716 Million EUR), maritime transport (Action 7.2: 780 Million EUR) and inland waterways (Action 7.5: 101 Million EUR). There is also an action (Action 8.3: 165 Million EUR) dedicated to ITS investment within this Programme.
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Preparation for professions dealing with logistics is part of the Polish educational system. The amended Act on taxes and local charges (1 January 2002) introduces tax exemptions for combined transport operators.
7 Regulatory support measures	
7.1 Exemption from restrictions and traffic bans	Exemptions for vehicles used in combined transport are applicable for traffic bans on Sundays and national holidays and during holiday periods.
7.2 Liberalization of initial and terminal hauls	Terminal haulage facilities: There are possibilities of co-operation between regional and local authorities and the private sector.
7.3 Higher weight limits for road vehicles transporting intermodal loading units	The maximum permissible weight of road vehicles operating in combined transport is 44 tonnes.
7.4 Facilitation of documentary controls	Due to the Convention on Facilitation of International Maritime Traffic (FAL Convention) and Directive 2010/65/EU of the European Parliament and of the European Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC.
7.5 Bonus systems for using intermodal transport	MTCME is preparing a draft act which will allow infrastructure managers to apply preferential charges for the use of railway infrastructure for intermodal transport operations. According to bilateral agreements on combined transport (Poland-Slovakia and Poland-Hungary) extra permits exist for road transport operators using combined (intermodal) transport.
7.6 Strict enforcement of road haulage regulations	Nothing to report.
7.7 Other regulatory support measures	Premium permissions. Fuel excise which places a special burden on road transport. Co-financing intermodal infrastructure under the Infrastructure and Environment Operational Programme (2007–2013). In 2009, the United Nations Convention on Contracts for the international carriage of goods wholly or partly

² Total amount: EU and national contribution.

<i>Objectives and issues¹</i>	<i>Explanations</i>
8 Transport operations	by sea (Rotterdam Rules) was signed by the representative of Ministry of Infrastructure. Poland is now in consultation with concerned sectors on the possible ratification of the Rules.
8.1 Liberalize access to the rail networks	Access to the rail networks, in accordance with the Polish Act on Rail Transport, is consistent with the regulations applicable in the EU and assure liberalization.
8.2 Liberalize access to inland water transport	No special restrictions exist.
9 Market monitoring	
9.1 Ensure availability of coherent and reliable data	Central Statistical Office collects data for market monitoring.
9.2 Establish inventories of bottlenecks	The Short Sea Shipping Promotion Centre identifies bottlenecks. Also, officers of the Polish MTCME are in contact with operators and work on key identified bottlenecks, in cooperation with the European Commission.
9.3 Establish short sea shipping information offices	Short Sea Shipping Promotion Centre provides information.
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	The obligation for open access to intermodal terminals, co-financed with EU Funds (as mentioned in section 6.1) promotes cooperation and partnership agreements.
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	After its entry into force in 2009, the Decree of Ministry of Infrastructure on conditions of access and using railway infrastructure provides that the list of access charges for using railway infrastructure may not include separate tables with preferential rates for intermodal transport. However, in 2010 a 25 per cent discount for intermodal transport operations of block trains that cannot be split still existed. A possible discount for 2013 is under discussion.
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Poland ratified the (FAL) Convention and is applying its decisions (e.g. Section 1 point C on electronic exchange of information).