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

Addendum

Transmitted by the Governments of Bulgaria, Czech Republic, Romania and Slovenia

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

BULGARIA

	OBJECTIVES AND ISSUES ¹	EXPLANATIONS
1	Importance of intermodal transport in national transport policy	One of the main priorities in the Bulgarian transport sector is the development of intermodal transport system and achievement of higher quality of freight transport services in compliance with EU policy. Currently our efforts are concentrated on the construction of a modern infrastructure network for combined transport that overlaps European transport corridors. The development of intermodal transport is an immediate, as well as a long-term priority of the Ministry of Transport and we realize that in future, the successful implementation of the achievement of this aim shall depend not only on the existence of a reliable transport infrastructure but also on the establishment of good interconnections between transport companies.
2	National and international bodies	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	Bulgarian experts from the Ministry of Transport participate actively in different working groups aiming at improving the national policy coordination in the field of environment, land use and transport. These are e.g. the ongoing works for elaboration of the Bulgarian Sustainable Development Strategy, the current activities for preparation of the national Master Plan for Transport, the elaboration of mid- and long-term infrastructure concepts considering all transport modes.
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	Corresponding to the answer above the Bulgarian experts consider as a very important task to participate in the international policy coordination bodies and to share their vision on the development of the combined transport. These are e.g. ongoing works in the different Transport and Environment expert groups in the European Commission, the further elaboration of the EU SD Strategy, etc.
3	Costs and prices	
	3.1 Establish fair competition between modes	A new methodology for defining of the railway infrastructure charges which aims at improving the financial status of the railways is in process of elaborating. The new infrastructure charges will contribute to the increasing of the competitiveness of the railway transport in comparison with the road transport.

¹ For a detailed description of the issues and objectives stipulated in the ECMT Consolidated Resolution refer to ECMT document CEMT/CM(2002)3/FINAL. The objectives and issues contained in the Resolution have been consolidated by the secretariat (for example, the issues of “fair competition” and “transparent and competitive pricing” is mentioned in several indents in the ECMT Resolution).

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	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)	Generally speaking, Bulgaria has implemented international standards. Bulgaria has ratified and implemented the AGTC Agreement (10 august 1994) and the AGTC Protocol on inland waterways (20 May 1999). According to Art. 25 of the Bulgarian Railway Transport Law, the Republic of Bulgaria gives a financial support for the design, maintenance and construction of the rail infrastructure.
	4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	A good example of integrated terminal planning is the construction of the intermodal terminal in Sofia. This project should be implemented under Operational Programme Transport, with the financial support of European Regional Development Fund (ERDF). The terminal will provide excellent connections to rail and road transport and will turn into an important regional node for the transport corridors IV, VIII and X.
	4.3 Take administrative measures to improve terminal access	There is a free access to the Bulgarian terminals.
	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	The Republic of Bulgaria has taken measures to ensure the compatibility of railway information and signalling systems. A requirement for application of the existing Technical Specifications for Interoperability (TSI) is introduced in all projects concerning the construction of terminals on the Bulgarian territory.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	5.2 Introduce electronic information systems	<p>The Republic of Bulgaria has introduced a Vessel Traffic Management and Information System (VTMIS) which improves the transport effectiveness by elaboration of a sea traffic database, provision of different navigational information, identification allowance and tracking of ships and other navigational objects in coastal areas, as well as ship planning in coastal waters.</p> <p>A project "Establishment of River Information Services System in Bulgarian Part of Danube River" will be implemented under Operational Programme Transport. The project will start in May, 2009.</p>
	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>The modernization of the transport infrastructure of the Republic of Bulgaria is one of the main priorities of the Ministry of Transport and its realization follows the principles laid down in two basic documents, elaborated by the ministry: Strategy for development of transport infrastructure of the Republic of Bulgaria till 2015 and Operational Programme Transport 2007 – 2013.</p> <p>The implementation of these documents is a precondition for enhancing the capacity of the network, achieving the necessary interoperability with the Trans-European Transport Network, as well as elimination of the bottlenecks along the main axes and facilitation of the combined transport. In this respect, the ensuring and provision of the necessary funds for implementation of the above mentioned strategic documents is a governmental priority.</p>
	6.2 Financial support for operations (specific, initial operations, etc.)	At present the railway infrastructure charges for combined transport in Bulgaria, in case of equal conditions, are approximately 30 % lower than the charges for the other conventional transportation.
	6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Nothing to report.
7	Regulatory support measures	
	7.1 Exemption from restrictions and traffic bans	Currently there are not restrictions and traffic bans in road transport, applied on the territory of the Republic of Bulgaria.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	7.2 Liberalization of initial and terminal hauls	The private interest in construction of terminals in Bulgaria has always been welcomed by the Bulgarian transport authorities, and particularly by the Ministry of Transport. We are interested in the development of modern terminal network, regardless the ownership of the terminals, because this is a precondition for more haulages and more developed intermodal system as well.
	7.3 Higher weight limits for road vehicles transporting intermodal loading units	The Republic of Bulgaria is a Contracting Party to several bilateral agreements for international combined transport of goods. For countries which are not members of the European Union these agreements state that the both Parties will take all necessary measures to create conditions for passing of road vehicles with total weight up to 44 tons in the initial and final leg of the combined transport journey.
	7.4 Facilitation of documentary controls	Adequate documents must be provided as proof that combined transport is carried out.
	7.5 Bonus systems for using intermodal transport	According to the above mentioned bilateral agreements for international combined transport of goods, the Contracting Parties have agreed to undertake a number of actions to support the combined transport of goods, having in mind the advantages which the combined transport provides.
	7.6 Strict enforcement of road haulage regulations	There is a strict control on the enforcement of road haulage regulations.
	7.7 Other regulatory support measures	Implementation of different projects in the field of the development of the intermodal transport. For example, a project for “Development of Strategy for Integration of the Bulgarian Railway Infrastructure into the European Intermodal Transport Network” was completed in 2006, with the financial support of Phare 2000 Programme. The overall objective of the project was the future development of an efficient intermodal transport system and the delivery of higher quality freight transport services in the territory of the Republic of Bulgaria.
8	Transport operations	
	8.1 Liberalize access to the rail networks	There is a free access for the transit freight traffic to the rail network in Bulgaria.
	8.2 Liberalize access to inland water transport	The Republic of Bulgaria has liberalised access to inland water transport according to the Belgrade Convention.
9	Market monitoring	

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	9.1 Ensure availability of coherent and reliable data	According to the Regulation 91/2003 of the EU, concerning the statistics, full data coordination is carrying out. All projects related to the intermodal transport are publicly presented and the achieved results are periodically subject of public discussions, organized with the participation of transport operators, forwarders, other administrations, etc.
	9.2 Establish inventories of bottlenecks	Currently Bulgaria has not established an inventory of bottlenecks, but it is represented in the working groups at European level for identification of the operational, administrative and infrastructure bottlenecks in freight transport logistic.
	9.3 Establish short sea shipping information offices	Bulgaria is interested in the development of the “Motorways of the sea” concept, which was originally proposed in the European Commission Transport White Paper in 2001 as a “real competitive alternative to land transport” and has been re-affirmed in its midterm review in 2006. At present, Bulgaria has an Intermodal and Short Sea Promotion Centre, located in Varna.
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 Bulgarian State Railways (BDZ EAD) has contracts for execution of intermodal transportation with the following operators: Intercontainer, Transfesa, Maersk, Adria combi.
	11.2 Promote use of intermodal transport for the transport of dangerous goods	A training course for consultants in the field of safety in the road and railway transport of dangerous goods has been started.
	11.3 Promote use of international pools of rail wagons	Nothing to report.
	11.4 Promote operation of rail block trains between terminals	BDZ EAD executes the intermodal transportation using block-trains (transit, import/export and inland).
	11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	There is a national “system for the management of the rolling stock park”.

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

CZECH REPUBLIC

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
1	Importance of intermodal transport in national transport policy	<p>Intermodal (combined) transport is included in two priorities of the Transport Policy of the Czech Republic for the years 2005-2013: Reaching of the suitable modal split and establishing of high-quality transport infrastructure.</p> <p>Specific target of the first priority - Improving of transportation in framework of freight transport covers also development and restoring of railway transport oriented to fast transportation in framework of logistic chain including "door-to-door" service and the development and using of Labe inland waterway, with application of bigger range of intermodal (combined) transport.</p> <p>The second priority is high-quality infrastructure. But the infrastructure of intermodal (combined) transport - terminals is not included, while it is private and not guaranteed by state. The concrete tool for the implementation of this objective is the "Program of Aid for Combined Transport".</p> <p>Further is prepared Strategy for Support of logistics from public funds, aimed to conception and support creation of the multimodal public logistic centres including also combined transport terminals.</p>
2	National and international bodies	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	Transport policy of the Czech Republic is elaborated in accordance with national Strategy of Sustainable Development. One of its specific targets is reducing of negative influence of transport on the environment and common health.
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	Transport policy of the Czech Republic is outgoing from the European documents with a view to 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 no. 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.
3	Costs and prices	
	3.1 Establish fair competition between modes	A precondition is the introduction of fair and efficient pricing schemes. The important aim is therefore the extending of electronic fee collection including of reflecting all external costs. It will be responded to the community legislation.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	3.2 Develop cheaper and more efficient interfaces between modes of transport	It is one of aims of prepared Strategy for Support of logistics from public funds.
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 also plans of development of the railway networks established by the EU and UIC.</p> <p>The international standards are implemented within the framework of the modernization of the four National Transit Railway Corridors, responding the main AGC and AGTC railway lines.</p> <p>The modernization of the inland waterway – river Labe and Vltava (E 20) is provided according to the AGN Agreement. At present is prepared and realized the increasing of the minimum height under selected bridges.</p>
	4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	Prepared Strategy for Support of logistics from public funds is aimed to support the creation of the network of multimodal public logistics centres including also combined transport terminals. The particular regions are engaged step by step into the process and the basic outputs are part of the politic of area development.
	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	It depends only on the operators of terminals.
5	Interoperability	
	5.1 Ensure compatibility of railway information and signalling systems	<p>The National Implementation Plan of the ERTMS (European Rail Traffic Management System) 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 the year 2016 is planned the gradual equipment of 1540 km of the TEN-T network and the necessary number of the traction units.</p>

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
		<p>At present the pilot ETCS project is implemented in one 30 km section and is planned to equip the National Transit Corridors by the years 2014 - 2016, depending on their upgrading advancement. In relation to this the necessary number of the 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 ERTMS system establishment by the year 2015 (the German Dresden - Děčín section however by the year 2020).</p>
	5.2 Introduce electronic information systems	see 5.1.
	5.3 Other measures	see 5.1.
6	Financial and fiscal support measures	
	6.1 Financial support for investments (installations, rolling stock, systems, etc.)	<p>The subprogram “Measure 2.2 in the framework of Operational Program of Infrastructure for period 2004-2006” with co-financing from ERDF funds was announced in the beginning of the year 2006. It was determined for modernization of the terminals with public access. Two projects with funding of CZK 82 million (about € 3,4 million) were approved.</p> <p>“Program of Aid for Combined Transport” for years 2006 – 10 has two subprograms for support for investment of combined transport - “Construction of the New and Modernization of the Existing Terminals with Public Access” and “Innovative Technology for the New Lines of Combined Transport”, but there are no public funds now. The amount of allocated finances for the certain year is established every calendar year - after the ratification of the state budget). There were no public funds till now (for years 2006 – 08).</p> <p>In framework of Operational Program Transport for years 2007 -13 the Program “Support of the Revitalization of Sidings” is in force. It supports investments in construction, installations and mobile equipment only on the new or current extended sidings.</p>
	6.2 Financial support for operations (specific, initial operations, etc.)	Start-up phase aid (initial supporting) has been rendered since 2006 for operation of the new lines of unaccompanied combined transport. Funding should be provided within a period of a maximum of 36 months to the part of lines on the territory of the Czech Republic, with the exception of transit lines. At present this is not activated.
	6.3 Fiscal support measures	Reduction of the road tax (by 100%) for those vehicles that are exclusively used in initial and terminal haulage and (by 25 to 90%)

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	(vehicle tax, road user fee exemptions, etc.)	for those vehicles that effect the respective number of trips within the frame of a combined transport (in accordance with the valid tenor of Act No. 16/1993 Sb., on Road Tax).
7	Regulatory support measures	
	7.1 Exemption from restrictions and traffic bans	The road vehicles used in the 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).
	7.2 Liberalization of initial and terminal hauls	Full liberalization of road freight transport exists for motor vehicles registered within states of European Union.
	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	Free access is guaranteed for the operators fulfilling relevant qualification and technical conditions for operating of railway transport.
	8.2 Liberalize access to inland water transport	Free access is guaranteed for the operators fulfilling relevant qualification and technical conditions for operating of inland water transport.
9	Market monitoring	
	9.1 Ensure availability of coherent and reliable data	Coherent and reliable statistics data of combined transport are available. Some specific data of the commercial and financial character are very sensitive and operators do not convey them.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	9.2 Establish inventories of bottlenecks	<p>Bottlenecks are known.</p> <p>Railways: Most of nodes on the four National Transit Railway Corridors. At present many of them are prepared and realized to increase their capacity.</p> <p>Roads: Substantial part of motorway D1, sections of motorway D5 in Praha (Prague) region, missing four lane sections of the important international roads, orbital motorway around Praha.</p> <p>Inland waterways: Section of river Labe between border and Ústí n. L. (about 40 km).</p>
	9.3 Establish short sea shipping information offices	The Czech Republic is an inland country and does not operate short sea shipping. There was not established any short sea shipping information office.
10	Foster innovations covering all components of the transport chain	Important assumptions for intensification of co-modality principle are solving in framework of the transport policy process. It concerns development of railway infrastructure (e.g. increasing of capacity for freight transport, installation of telematic systems).
11	Operators in intermodal transport chains	
	11.1 Promote cooperation and partnership agreements	Indirect promotion on meetings of international working groups.
	11.2 Promote use of intermodal transport for the transport of dangerous goods	No.
	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.
	11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	No.

ROMANIA

	OBJECTIVES AND ISSUES ¹	EXPLANATIONS
1	Importance of intermodal transport in national transport policy	<p>The Romanian Ministry of Transport considers that combined transport has an important role to play in the domestic and international transport markets in that it is environmentally friendly and also helps to safeguard the road infrastructure.</p> <p>In this respect, mention should be made of the following:</p> <ul style="list-style-type: none"> • In 1991, Romania became a Contracting Party to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), ratified by the Romanian Parliament under Law No. 8/1993; • In 1996, Romanian national railways (SNCFR) drew up a "strategy for the development of combined transport by Romanian national railways" setting out its short, medium and long term strategic objectives; • In 1999, Romania deposited its instrument of ratification of the Protocol to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) with regard to combined transport by inland waterway; • Projects funded under the PHARE multi-country transport programme, including: <ul style="list-style-type: none"> – A feasibility study on the development of rail and combined transport in Corridor IV; – A feasibility study on the development railways and combined transport links between the southern part of Corridor IX and Poland; – Need to set up a common pool of combined transport equipment. • In 2003, Romanian Government adopted Government Urgency Ordinance no. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistic centres and non-discriminatory access in terminals and ports linked to rail activities, according to the European Union requirements. • In 2005, Romanian Parliament adopted Law no. 155/2005, which transposed Directive 2004/51/CE from the second rail package. The law provisions that track access to, and supply of services in, the terminals and ports linked to rail activities serving or potentially serving more than one final customer, shall be provided to all railway undertakings in a non-discriminatory and transparent manner and requests by railway undertakings may be subject to restrictions only if viable alternatives by rail under market conditions exist. <p>In 2005, Romanian Government adopted Government Decision no. 817/2005 for the approval of the Plan for long term strategy of the railway sector for re-establishing the financial balance of the infrastructure manager and for the modernization and renewal of</p>

	OBJECTIVES AND ISSUES ¹	EXPLANATIONS
		the infrastructure, including provisions in order to create an important freight transport on the international routes that cross Romania, the development of logistic centres shall be supported on Romanian territory. The Ministry of Transport, Construction and Tourism, together with the local authorities shall support the public-private partnership projects in order to set up freight logistic centres, that shall be the hub for gathering and freight distribution, supporting also, in the meantime, the intermodal transport.
2	National and international bodies	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	The projects which are developed in the field of environment, land use and transport are in accordance with the requirements of European Union and they are coordinated by the involved ministries. For the common aspects of the projects, there are consultations on the specific field between the experts of the ministries.
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	Romania actively participates in the international organizations to improve international policy coordination.
3	Costs and prices	
	3.1 Establish fair competition between modes	The tariffs on the transport market are free.
	3.2 Develop cheaper and more efficient interfaces between modes of transport	The operators take measures for cheaper and more efficient interfaces between modes of transport.
4	Networks, terminals and logistics centres	
	4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	In 1991, Romania became a Contracting Party to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), ratified by the Romanian Parliament under Law No. 8/1993.
	4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	Romanian Government adopted Government Urgency Ordinance no. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistic centres and non-discriminatory access in terminals and ports linked to rail activities, according to the European Union requirements.

	OBJECTIVES AND ISSUES ¹	EXPLANATIONS
	4.3 Take administrative measures to improve terminal access	Romanian Government adopted Government Urgency Ordinance no. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistic centres and non-discriminatory access in terminals and ports linked to rail activities, according to the European Union requirements.
	4.4 Take administrative measures to improve terminal operations and facilities	Romanian Government adopted Government Urgency Ordinance no. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistic centres and non-discriminatory access in terminals and ports linked to rail activities, according to the European Union requirements.
5	Interoperability	
	5.1 Ensure compatibility of railway information and signalling systems	Romania transposed all Directives on interoperability All new railway projects of construction or modernization must be in accordance with TSI (Technical Specification on Interoperability) approved by EU.
	5.2 Introduce electronic information systems	The electronic information systems are in a continuous process of improvement.
	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>The construction of pan-European transport networks is an essential pre-requisite for the future integration and enlargement to the East of the European Union.</p> <p>The alternative routes proposed by the Ministry of transport for integration into the pan-European high-speed network are based on Transport Corridors IV and IX which, as established in Crete, cross over Romanian soil, and also on the routes proposed in international agreements (AGC and AGTC).</p> <p>According with Romanian law, the investments and the modernizations on railway infrastructure are supported from state budget and financed from state budget and national or International Financial Institutions.</p> <p>The first section from railway Transport Corridor IV in Romania, Bucharest-Câmpina (91 km, double line, electrified), was modernized and put in service in December 2003 with AGTC parameters: max. speed 160 km/h for passenger trains and 120 km/h for freight trains. The financing of this section was issued by European Investment Bank and Romanian Government (state budget).</p> <p>The European Union's ISPA Programme provides some of the financial aid for work on the section linking Bucharest to Constanza</p>

	OBJECTIVES AND ISSUES ¹	EXPLANATIONS
		<p>(Corridor IV). This programme will be implemented over the period 2000 to 2007 and in this respect, the necessary projects will be carried out in stages.</p> <p>Romanian railways have put forward the Bucharest-Baneasa-Fundulea-Fetesti section on the Bucharest-Constanza link for funding under the ISPA programme. The work contracts for Bucharest-Baneasa-Fundulea were signed in June and August 2005.</p> <p>Other sections from railway Transport Corridor IV (Curtici-Simeria, Câmpina-Predeal, Predeal-Braşov, Simeria-Braşov) are in different stages of preparation for modernising (approving of feasibility studies, procedures for financing etc.).</p>
	6.2 Financial support for operations (specific, initial operations, etc.)	None.
	6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p>In response to EU Directive 92/106/EEC establishing common rules for certain types of combined transport of goods between Member States, the Romanian government, acting through the Ministry of Transport, issued Government Ordinance No. 88/1999 establishing rules for the combined transport of goods in Romania.</p> <p>In accordance with this Ordinance, economic agents involved in combined transport may be granted temporary exemptions from earnings tax in return for investment in infrastructure development and for the acquisition/modernisation of installations relating specifically to combined transport.</p>
7	Regulatory support measures	
	7.1 Exemption from restrictions and traffic bans	Nothing to report.
	7.2 Liberalization of initial and terminal hauls	The initial and terminal hauls are liberalised.
	7.3 Higher weight limits for road vehicles transporting intermodal loading units	Nothing to report.

	OBJECTIVES AND ISSUES ¹	EXPLANATIONS
	7.4 Facilitation of documentary controls	Government Decision 323/2000 facilitates on documentary controls on combined transport.
	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	<p>In accordance with the agreement between the international combined transport and the agreement between the government of Romania and the government of the Republic of Hungary regarding rail traffic border crossings between the two countries (Budapest, 12 March 1997, the Contracting Parties must improve customs legislation in order to speed up border crossings for combined transport movements and to apply customs formalities solely in the case of final legs.</p> <p>Romania has aligned international customs transit within the Romanian railway network on EU customs transit procedures (Decision by the Ministry of Finance, Directorate-General for Customs) in order to establish a common transit system for goods transported by rail on Romanian soil, from 27 November 2000 onwards, and in order to officially recognise the international transport documents CIM, CIM-UIRR for UTI traffic (intermodal transport units) and Ro-La, as well as the UTI Intercontainer traffic consignment notes as declarations for international customs transit.</p> <p>According to the provisions of Government Urgency Ordinance no. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistic centers, in 2005 a PHARE Project named Assistance to Elaborate a Strategy Regarding the Position of the Freight Logistic Centers (Freight Village) on the Romanian Railway Network is running. The overall objective of the project is to select sites suitable for future development for multimodal transport. These sites may be those of existing facilities, or may be green-field sites. Multimodal transport includes any interchange of transport units (containers, swap-bodies and trailers) between road, rail or maritime transport.</p>
8	Transport operations	
	8.1 Liberalize access to the rail networks	Romanian Government adopted Government Urgency Ordinance no. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistic centres and non-discriminatory access in terminals and ports linked to rail activities, according to the European Union requirements.
	8.2 Liberalize access to inland water transport	Nothing to report.

	OBJECTIVES AND ISSUES ¹	EXPLANATIONS
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	Transport operators can conclude agreements with infrastructure manager in order to reduce the costs and to optimise the route.
	11.2 Promote use of intermodal transport for the transport of dangerous goods	General measures for the transport of dangerous goods can be used in intermodal transport.
	11.3 Promote use of international pools of rail wagons	The transport operators are free to conclude any agreements on use of international pools of rail wagons.
	11.4 Promote operation of rail block trains between terminals	The rail block trains have a reduction for rail access charges.
	11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Nothing to report.

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

SLOVENIA

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
1	Importance of intermodal transport in national transport policy	The Republic of Slovenia has signed the AGC in AGTC agreements Within the Resolution on Transport Policy (adopted by the Parliament on May 2006) the combined and multimodal transport are presented as of most important tasks. According to the Law on Railways a special Governmental Decree on Combined transport as a basic document on CT was adopted in January 2001. It includes measures listed here under.
2	National and international bodies	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	Experts on combined transport cooperate within common working groups in the field of transport, Environment and trade that include planning of the measures related to environment, space planning and transport.
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	Experts corresponding to the answer 2.1 cooperate within international bodies and working groups established according to the international agreement and also bilateral or multilateral initiatives.
3	Costs and prices	
	3.1 Establish fair competition between modes	No data available.
	3.2 Develop cheaper and more efficient interfaces between modes of transport	No data available.
4	Networks, terminals and logistics centres	
	4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	Slovenia generally implemented the international standards of AGTC Agreement with a few exemptions that will be eliminated via reconstruction and development of public railway infrastructure. Republic of Slovenia has no navigable inland waterways thus Protocol on inland waterways has not yet been ratified.
	4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	Planning of the CT terminals and logistic centers is a matter of common state planning and as such included in the Spatial Development Strategy of Slovenia (OJ of the Republic of Slovenia No 76/2004).

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	4.3 Take administrative measures to improve terminal access	The regulatory measures are listed in sections 7.1 and 7.2.
	4.4 Take administrative measures to improve terminal operations and facilities	No special measures are taken. The terminals are generally operated by railway or CT companies that define the opening hours and also finance the transshipment equipment according to the needs of clients.
5	Interoperability	
	5.1 Ensure compatibility of railway information and signalling systems	Compatibility of information and signaling systems is the matter of the interoperability of railway infrastructure within national and European Community railway network.
	5.2 Introduce electronic information systems	Electronic information systems are introduced by railways and CT companies.
	5.3 Other measures	No data available.
6	Financial and fiscal support measures	
	6.1 Financial support for investments (installations, rolling stock, systems, etc.)	The Government of the Republic of Slovenia does not support financially any investments in the field of CT.
	6.2 Financial support for operations (specific, initial operations, etc.)	The Government of the Republic of Slovenia does not financially support any CT operations or services.
	6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Exemption of the payment of road use fees A foreign vehicle using Slovenian roads and: 1. using the Port of Koper as the port of entry and exit shall not be required to pay road use fees; 2. using piggy-back transport in Slovenia shall not be required to pay road use fees for the pre-carriage and on-carriage if: a) its axle weight is less than 10 tons b) its axle weight is greater than 10 tons, up to a distance of 30 km from the terminal. Payment of motorway and tunnel tolls is not included within this exemption.

	OBJECTIVES AND ISSUES ¹	EXPLANATIONS
7	Regulatory support measures	
7.1	Exemption from restrictions and traffic bans	Exemptions of traffic bans <u>Decree on the Reduction of Traffic on Roads in the Republic of Slovenia</u> stipulates that trucks traveling at the end of the week and during national holidays are exempted from this provision, if they carry out international removals and are involved in the combined transport by rail or by ship.
7.2	Liberalization of initial and terminal hauls	See section 6.3.
7.3	Higher weight limits for road vehicles transporting intermodal loading units	Weight exemptions <u>According to the Decree on Combined Transport</u> the increase of total mass up to 44 tons is allowed for: <ol style="list-style-type: none"> 1. vehicles carrying ISO containers of 40 feet length, 2. trailers reinforced for loads in unaccompanied transport, and 3. coupled combination of vehicles with five or more axles traveling in combined transport (road-rail) in arrival to or departure from terminals, provided that the combination is adjusted for transport of swap bodies.
7.4	Facilitation of documentary controls	No data available.
7.5	Bonus systems for using intermodal transport	No data available.
7.6	Strict enforcement of road haulage regulations	No data available.
7.7	Other regulatory support measures	Bilateral Agreements To this end bilateral agreements related to CT listed below has been signed: <ul style="list-style-type: none"> • Agreement between the Government of the Republic of Slovenia and the Government of the Republic of Hungary on International Rail, Road and Waterway Combined Transport (signed in 1996); • Agreement between the Government of the Republic of Slovenia and the Government of the Republic of Croatia on the International Combined Transport (signed 1997); • Agreement between the Government of the Republic of Slovenia and the Government of the Slovak Republic on co-operation on Combined Transport (signed 1999); • Agreement between the Government of the Republic of Slovenia and the Government of the Republic of Bulgaria on co-operation in combined transport (signed 2001); • Agreement between the Government of the Republic of Slovenia and the Government of the Czech Republic on

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
		co-operation in combined transport (signed 2003). Special permits and ECO-points as a reward For two return piggy-back transport services users get as a reward one universal permit for transport by road. Since ECO-points have been introduced for the transit through the Republic of Austria, the users of piggy-back transport services obtain a reward number of ECO-points.
8	Transport operations	
	8.1 Liberalize access to the rail networks	Access to the rail network in Slovenia is free.
	8.2 Liberalize access to inland water transport	Republic of Slovenia has no navigable inland waterways and thus no inland water transport.
9	Market monitoring	
	9.1 Ensure availability of coherent and reliable data	Main data on CT are collected and published by Statistical Office of the Republic of Slovenia. (http://www.stat.si/eng/index.asp)
	9.2 Establish inventories of bottlenecks	Each of transport sectors has the inventory of the bottlenecks. The elimination of rail bottlenecks is included in the Draft National plan of the development of public railway infrastructure. In the field of maritime transport the only bottleneck represents the hinterland railway connection Koper – Sežana.
	9.3 Establish short sea shipping information offices	Feasibility study on establishment of Short Sea Shipping promotion center is in progress.
10	Foster innovations covering all components of the transport chain	No data available.
11	Operators in intermodal transport chains	
	11.1 Promote cooperation and partnership agreements	Operation is not promoted by the Government of Slovenia.
	11.2 Promote use of intermodal transport for the transport of dangerous goods	Operation is not promoted by the Government of Slovenia.
	11.3 Promote use of international pools of rail wagons	Operation is not promoted by the Government of Slovenia.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	11.4 Promote operation of rail block trains between terminals	Operation of rail block trains is not promoted by the Government of Slovenia.
	11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Operation is not promoted by the Government of Slovenia.
