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National Policy Measures to Promote Intermodal Transport

Status report 2010

Note by the secretariat

I. Mandate

1. In accordance with a decision of the UNECE Inland Transport Committee (ITC), the Working Party continues the work carried out by the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysis of national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).
2. In 2008, the UNECE secretariat has published detailed policy information for the following 14 countries:

Austria, Belgium, Bulgaria, Czech Republic, Germany, Lithuania, Romania, Poland, Serbia, Slovakia, Slovenia, Switzerland, Turkey and Ukraine.
3. This information is contained in documents ECE/TRANS/WP.24/2009/9, ECE/TRANS/WP.24/2009/8, ECE/TRANS/WP.24/2008/5 and their addenda.¹
4. In July 2010 the secretariat has circulated a pre-filled questionnaires to UNECE member States with a view to obtaining an update of national policy measures to promote intermodal transport in a consistent and comparable way.
5. The present document providing information for 2010 contains information and reference material for the following 8 countries:

¹ <http://www.unece.org/trans/wp24/wp24-official-docs/24docs-13.html>;
<http://www.unece.org/trans/wp24/wp24-official-docs/24docs-12.html>.

Belgium, Czech Republic, Germany, Poland, Romania, Serbia, Slovakia, Turkey.

6. Austria, Slovenia and Switzerland have indicated that the policy information provided in 2008 is still valid.
7. Following review of the 2010 information at the present session of the Working Party, the UNECE secretariat will upload this information on the WP.24 web site.

**QUESTIONNAIRE ON NATIONAL POLICY MEASURES TO PROMOTE INTERMODAL
TRANSPORT**

BELGIUM

<i>Objectives and issues²</i>	<i>Explanations</i>
1 Importance of intermodal transport in national transport policy	<p><u>Introductory note</u></p> <p>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></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-terminal and/or terminal-hub transport by rail in Belgium. The latter aid was applicable between 2005, and 2008 and is prolonged by a new financial support system for the years 2009-2012.</p> <p><u>Brussels-Capital Region</u></p> <p>The mobility plan for the Brussels-Capital Region (IRIS2), which was approved the 9th of September 2010, makes provision for ensuring freight transport by alternative modes to road (for the years 2015-2020).</p> <p><u>Flemish Region</u></p> <p>“The Mobility Plan in Flanders” (March 2009) intends to support investments and operations 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> <p>The Marshall Plan intends to promote the logistics sector (Cluster ‘Logistics in Wallonia’) and works on</p>

² 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 issues²</i>	<i>Explanations</i>
	<p>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 the measures under consideration is to strengthen reserve capacity in the inland waterway sector.</p> <p>A package of 5 priority measures for the promotion and development of inland waterway transport for the years 2008-2013 (fiscal, land-use planning and pricing measures).</p>
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
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></p> <ul style="list-style-type: none"> - 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). - Premium for modernisation of small boats (400 000 €).

<i>Objectives and issues²</i>	<i>Explanations</i>
6.2 Financial support for operations (specific, initial operations, etc.)	<ul style="list-style-type: none"> - Premium for retrofits of the boat motors with low emissions <p><u>Walloon Region</u></p> <p>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.</p> <p><u>Federal Public Service</u></p> <p>Financial support for combined transport of freight by rail:</p> <ul style="list-style-type: none"> - Financial support from 2009 to 2012 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). - Financial support from 2009 to 2012 for operators who start a new regular international train service, minimum 50 TEU, running for minimum 40 weeks per year. - Total budget : EUR 100.000.000 <p><u>Brussels-Capital Region</u></p> <p>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). - Subsidy for container transport services by inland waterway (17,5€ /container from 2007 to 2009)

		<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.
		- Premium for consultancy.
6.3	Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<u>Walloon Region</u>
		Navigation dues were abolished in 2006. (estimated value for the sector : 5.000.000 EUR /year)
		Exemption of the tax on building and equipments related to Combined transport. (précompte immobilier)
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
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
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

CZECH REPUBLIC

Objectives and issues	Explanations
<p>1 Importance of intermodal transport in national transport policy</p>	<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>
<p>2 National and international bodies</p>	
<p>2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)</p>	<p>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.</p>
<p>2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)</p>	<p>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.</p>
<p>3 Costs and prices</p>	
<p>3.1 Establish fair competition between modes</p>	<p>A precondition is the introduction of fair and efficient pricing schemes for the road transport. The important aim is therefore the extending of electronic fee collection for the road network including of reflecting all external costs. It will be responded to the community legislation.</p>

Objectives and issues	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. 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	Regarding to the private ownership of all terminals, it depends only 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 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> <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</p>

Objectives and issues	Explanations
5.2 Introduce electronic information systems	year 2015 (the German Dresden - Děčín section however by the year 2020).
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.)	<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).</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. At present this is not activated.
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Reduction of the road tax (by 100%) for those vehicles that are exclusively used in initial and terminal haulage and (by 25 to 90%) 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.

Objectives and issues	Explanations
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.
9.2 Establish inventories of bottlenecks	<p>Bottlenecks are known.</p> <p>Railways:</p> <p>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:</p> <p>Substantial part of motorway D1, section of motorway D8 North Bohemia region, missing four lane sections of the important international and national roads, not finished orbital motorway around Praha.</p> <p>Inland waterways:</p> <p>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 particularly 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 and conferences with the attendance of representatives of the Ministry of Transport.

Objectives and issues	Explanations
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.

GERMANY

Objectives and issues ²	Explanations
1 Importance of intermodal transport in national transport policy	As one of the essential objective of its transport policy, the Federal Republic of Germany aims at increasing the share of rail and waterway transport - being 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 useful.
2 National and international bodies	
2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	Experts of the German Federal Ministry of Transport, Building and Urban Affairs or other Ministries participate in numerous national policy coordination groups or other groups and meetings regarding combined transport.
2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	See answer to 2.1. which applies also to international policy coordination. As an example Marco Polo has to 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 regionally different regulations, 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).

Objectives and issues ²	Explanations
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	Implementation of individual measures is the responsibility of the individual enterprises. Public authorities provide for the required legal preconditions.
5.2 Introduce electronic information systems	See 5.1.
5.3 Other measures	
6 Financial and fiscal support measures	
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	<p>Financing of the combined transport terminals of Deutsche Bahn AG (German Railway Company) and of other private companies (e.g. ports, private railway companies).</p> <p>The Federal Government promotes combined transport by providing subsidies for the construction of new high-capacity intermodal terminals and the upgrading of existing terminals (rail/road or inland waterways/rail/road). These subsidies are provided either under the Federal Railway Infrastructure Upgrading Act, if the facilities are terminals operated by DB Netz AG, or on the basis of a Guideline to Promote Combined Transport Transshipment Facilities since 1998, which meanwhile has been reviewed twice. It has to be submitted to the European Commission for review to ensure that it complies with state aid rules.</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 the driver on the train is counted against his daily rest

Objectives and issues ²	Explanations
	hours.
8 Transport operations	
8.1 Liberalize access to the rail networks	Access to combined terminals whose construction has been supported by means of public funds has to be provided without discrimination.
8.2 Liberalize access to inland water transport	See 8.1.
9 Market monitoring	
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 Freight Transport and Logistics Masterplan of the Federal Government explicitly foresees for its implementation support for innovative actions. Guidelines for their achievement are currently prepared.
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 split, 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.

POLAND

Objectives and issues ²	Explanations
<p>1 Importance of intermodal transport in national transport policy</p>	<p>Development of combined transport is one of the main priorities in transport policy. Accordingly to accession negotiations the common rules for certain types of combined transport (Directive 106/92) were implemented. In such case, in Poland, legal conditions of combined transport's performance are comparable with the EU standards.</p> <p>New regulations create possibilities for using PPPs in financing of combined and intermodal infrastructure.</p>
<p>2 National and international bodies</p>	
<p>2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)</p>	<p>The improvement of national policy coordination is still in progress to ensure efficiency of process of building the transport infrastructure development. These, which is made due to, e.g. the Strategy of development for maritime ports till 2015 or the Masterplan for railway transport in Poland until 2030.</p> <p>The financing from EU Cohesion Fund is based on Operational Programme Infrastructure and Environment - The National Strategic Reference Framework for the years 2007-2013. Within the Priority 7, Environment friendly transport there is an action dedicated to intermodal transport (7.4 Action with 111 MEUR allocated), there are also the actions dedicated to railway transport (7.1 with 7 137 MEUR allocated), maritime transport (7.2 with 714 MEUR allocated) and inland waterways (7.5 with 95 MEUR).</p> <p>The Ministry of Infrastructure (MoI) is actually working on Strategy for Transport Development which will be a part of 9 sectorial strategies being prepared by Polish Government and which will include i.a. the following priorities: implementation of intermodality in freight transport and creating favorable conditions for the development of TSL.</p>
<p>2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)</p>	<p>Experts of the Polish Ministry of Infrastructure actively participate in working groups and intergovernmental cooperation in fields of environment, land use, transport , etc.</p>
<p>3 Costs and prices</p>	
<p>3.1 Establish fair competition between modes</p>	<p>The internalization of external costs is directly connected to the transport charges.</p> <p>Their level will be decided by the Minister of Infrastructure in a decree. Until 30 June 2011 the vignette card will be valid for HGVs over 12 t. (time-based charge system). Electronic toll collection system (ETC) covering motorways, express roads and first class</p>

Objectives and issues ²	Explanations
3.2 Develop cheaper and more efficient interfaces between modes of transport	<p>national roads for all vehicles with MPW of over 3,5 tons will be introduced from 1 July 2011 (distance-based toll system). In the first period of operation, the ETC system will be used for toll and traffic data collection on a particular stretch of roads in Poland.</p> <p>After collecting these data, specific solutions will be proposed to ensure more sustainable transport and the fair competition between different modes of transport.</p>
3.2 Develop cheaper and more efficient interfaces between modes of transport	<p>The Strategy for Transport Development, mentioned in point 2.1, will contain a relatively short information on Intelligent Transport Systems (ITS) indicating guidelines for a process of their implementation.</p> <p>Simultaneously, MoI starts to develop a specific document on ITS implementation, using the guidelines from the Strategy in this regard.</p> <p>The document will serve as a national planning document governing implementation process of ITS in Poland</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. Circa 4200 km of railway lines are adapted to standards of AGTC.</p>
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	<p>Poland considers possibility of signing the Protocol on inland waterways. However, in order to meet the European standards a significant investments will be needed.</p> <p>Integration of terminal planning is made in accordance with the spatial development planning and as defined in the Concept of National Spatial Development Plan. PKP Cargo S.A. developed „Concept of building of logistic centres and points for concentrations of reloading works and logistic operations until year 2010”.</p> <p>PKP Cargo S.A. operates in container terminals in Gliwice Sośnica, Mława, Małaszewice, Rzepin and container transshipment point in Żurawica. Moreover it is considered 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. Modernization of container terminal in Małaszewice has been finished. Further it is planned to extend terminals in Gliwice Sośnica and Mława and to build modern terminal in Medyka.</p>
4.3 Take administrative measures to improve terminal access	<p>All intermodal terminals co-financed with EU Funds (as mentioned in section 6.1) should offer open access for all</p>

Objectives and issues ²	Explanations
4.4 Take administrative measures to improve terminal operations and facilities	interested companies. According to EU rules no restrictions in access to these terminals are allowed. 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.
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	Poland is carrying out the National Plan for Implementation of ERTMS. Currently three projects are under realization.
5.2 Introduce electronic information systems	Poland has started the implementation of River Information Systems (RIS). The RIS Centre was created on 1 st Jan 2010 within the Office of Inland Waterway Transport in Szczecin. In May 2010 the European Commission, within Multi-Annual work Programme 2007-2013, launched the call for application for RIS projects. A pilot project for RIS on Lower Oder was submitted. The main objective of the project is i.a. including Polish inland waterways to the pan-European RIS.
5.3 Other measures	The Strategy for Transport Development, mentioned in point 2.1, will contain a relatively short information on Intelligent Transport Systems (ITS) indicating guidelines for a process of their implementation. During the process, it was decided that the newly developed SRT will contain a relatively short information on Intelligent Transport Systems (ITS) indicating guidelines for a process of their implementation. Simultaneously, MoI starts to develop a specific document on ITS implementation, using the guidelines from the SRT in this regard. The document will serve as a national planning document governing implementation process of ITS in Poland
6 Financial and fiscal support measures	
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	The financing from EU Cohesion Fund is based on Operational Programme Infrastructure and Environment, The National Strategic Reference Framework for the years 2007-2013, there is an action dedicated to intermodal transport (7.4 Action with 111 MEUR allocated) within the Priority 7, Environment friendly transport, also the actions dedicated to railway transport (7.1 with 7 137 MEUR allocated), maritime transport (7.2 with 714 MEUR allocated) and inland waterways (7.5 with 95 MEUR)

Objectives and issues ²	Explanations
6.2 Financial support for operations (specific, initial operations, etc.)	There is also a project of state aid scheme for ITS investments within this Programme. Preparation for logistic orientated profession is included in Polish educational system.
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Amended Act on taxes and local charges (of 1 st January 2002) introduce 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: of traffic bans on Sundays and National Holidays of traffic bans during holiday period.
7.2 Liberalization of initial and terminal hauls	Terminal haulage facilities: there are possibilities of co-operation of regional and local authorities with private sector.
7.3 Higher weight limits for road vehicles transporting intermodal loading units	Weight exemptions: maximum weight of vehicles in road transport in combined transport in Poland is 44 tons.
7.4 Facilitation of documentary controls	Due to FAL Convention
7.5 Bonus systems for using intermodal transport	Infrastructure managers may apply preferential charge for usage of railway infrastructure for intermodal operations. According to bilateral agreements on combined transport (Polish-Slovakia, Polish-Hungary) are extra permits for road transport carriers which 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 additionally burdens road transport. Co-financing of intermodal infrastructure under Infrastructure and Environment Operational Programme 2007-2013. In 2009, the United Nations Convention on Contracts for the international carriage of goods wholly or partly by sea (the so-called rules of Rotterdam) was signed by the representative of Ministry of Infrastructure. Poland is now at the stage of consultation with concerned sectors on the possible ratification of the Rules.
8 Transport operations	
8.1 Liberalize access to the rail networks	Access to the rail networks, accordance with polish act on rail transport, is consistent with regulations of EU and assure liberalization.
8.2 Liberalize access to inland water transport	Without special restrictions.

Objectives and issues ²	Explanations
9 Market monitoring	
9.1 Ensure availability of coherent and reliable data	Central Statistical Office collects the data for market monitoring.
9.2 Establish inventories of bottlenecks	Short Sea Shipping Promotion Centre identifies the bottlenecks and also officers of Polish Ministry of Infrastructure are still in contact with operators and work on mains identified bottlenecks in cooperation with European Commission.
9.3 Establish short sea shipping information offices	Short Sea Shipping Promotion Centre are the information offices.
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 in intermodal terminals co-financed with EU Funds (as mentioned in section 6.1) promote 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	<p>Infrastructure managers may apply preferential charge for usage of railway infrastructure for intermodal operations.</p> <p>After entering into force in 2009 of the Decree of Ministry of Infrastructure on conditions of access and using railway infrastructure the List of access charges for using railway infrastructure may not include separate table with preferential rates for intermodal transport. However, in 2010 there was 25% discount for intermodal transports for block train-sets which can not be split up. The possible discount for 2011 is being discussed.</p>
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Poland ratified FAL Convention and has been realizing its decisions (e.g. Section 1 point C Electronic data-processing techniques).

ROMANIA

<i>Objectives and issues²</i>	<i>Explanations</i>
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

<i>Objectives and issues²</i>	<i>Explanations</i>
	<p>may be subject to restrictions only if viable alternatives by rail under market conditions exist.</p> <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 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.</p> <p>The Romanian Parliament nr.31/2008 Resolution approving the Government Programme 2009-2012, the Transportation chapter specifies:</p> <ul style="list-style-type: none"> • Encourage transportation type RO-LA. • The establishment of logistics centers in developing regions to foster joint rail transport - road.
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

<i>Objectives and issues²</i>	<i>Explanations</i>
4.3 Take administrative measures to improve terminal access	provisions for intermodal logistic centres and non-discriminatory access in terminals and ports linked to rail activities, according to the European Union requirements. 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.)	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. 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). 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. 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

<i>Objectives and issues²</i>	<i>Explanations</i>
6.2 Financial support for operations (specific, initial operations, etc.)	trains. The financing of this section was issued by European Investment Bank and Romanian Government (state budget).
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	The European Union's ISPA Programme provides some of the financial aid for work on the section linking Bucharest to Constanza (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.
	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.
	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.).
	None.
	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.
	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.
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.
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.

<i>Objectives and issues²</i>		<i>Explanations</i>
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.
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.

<i>Objectives and issues²</i>		<i>Explanations</i>
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.

SERBIA

<i>Objectives and issues²</i>	<i>Explanations</i>
1 Importance of intermodal transport in national transport policy	<p>In December 2007, the Government of the Republic of Serbia adopted a new Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia from 2008 until 2015. The strategy emphasizes the development of intermodal transport, particularly:</p> <ul style="list-style-type: none"> - Intermodal transport – a vision for 2015; - Role of the State in intermodal transport development; - Organizational measures for the promotion of intermodal transport; - Guidelines for intermodal transport development; - Short- to mid-term specific objectives for the development of intermodal transport. <p>By the end of 2010, it is expected to be done revision of Transport strategy aligned with the latest development, e.g. Transport Master Plan where intermodal transport took a significant part.</p>
2 National and international bodies	
2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	<p>The Serbian State authorities (Ministry of Infrastructure, Ministry of Finance, Customs and Inspection authorities, Ministry for Environmental Protection and Spatial Planning, etc.) as well as public and private companies have a limited awareness of the economic potential that intermodal transport offers. As a result, there is a lack of related legislation and secondary legislation that could support intermodal transport and smooth the path for future foreign investors. Therefore, through e.g. Facilitation Intermodal Transport in Serbia project (starting in September 2010) financed by the IPA Programme (Instrument for Pre-accession Assistance) it is aimed to improve national policy coordination between related stakeholders in intermodal transport, as well as the project documentation for new terminal in Belgrade area.</p> <p>Also, there is on-going project Intermodal transport in Serbia II projects financed by the Dutch Government (G2G programme) designed for the institutional strengthening in the field of intermodal transport.</p>
2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	<ul style="list-style-type: none"> - Participation at the UNECE Working Party on Intermodal Transport and Logistics (WP.24), - Participation at the South East Europe Transport Observatory (SEETO) Working Party for Railway and Intermodal Transport, etc.
3 Costs and prices	
3.1 Establish fair competition between modes	Nothing to report.

<i>Objectives and issues²</i>	<i>Explanations</i>
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)	Reconstruction of railway infrastructure (widening of tunnels and bridges according to the UIC C gauge in line with Annex III and IV of the AGTC Agreement). Maintenance of the Danube waterway for the required level for safe navigation.
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	- There is an interaction between land use and transport policy, but only in terms of spatial plans of the Republic of Serbia, which allocate land for transport development. - According to the Draft of the Spatial Plan of the Republic of Serbia 2010-2020 (now in the Parliamentary procedure) there are 23 locations for development of logistic centres in Serbia, both regional and national type. -Facilitating intermodal transport in Serbia project, financed by the IPA Programme, will support the establishment of a public logistics centre through a comprehensive feasibility study, stemming from the results of the Transport Master Plan, and the subsequent tender preparation for the intermodal centre in Belgrade area.
4.3 Take administrative measures to improve terminal access	The location of most of the terminals is not adequate (e.g., in the city centre). The reconstruction of main roads (motorways) and building of by-passes will only gradually contribute to better access to 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	Nothing to report.
5.2 Introduce electronic information systems	The CIM electronic consignment note is being developed by the national railways and Customs authorities. Serbia has started the River Information Services (RIS) project.
5.3 Other measures	
6 Financial and fiscal support measures	
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	By the Governmental programme it has been produced a new 130 container wagons (80 in 2009 and 50 in 2010) and delivered to the Public Enterprise „Serbian Railways“.
6.2 Financial support for operations (specific, initial operations, etc.)	According to the Railway law, in 2009 Government adopted the Methodology on the Public Service Obligation (PSO) and in 2010 Ministry of Infrastructure issued related two regulations: Regulation on the

<i>Objectives and issues²</i>	<i>Explanations</i>
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	contents of the contract on the PSO in railway transport and Regulation on the conditions and procedure for realization of compensation for the performance of PSO in railway transport. Intermodal transport is defined, as one among the others type of railway, for implementation of PSO.
7 Regulatory support measures	
7.1 Exemption from restrictions and traffic bans	There exists a measure for exemption from road restrictions and traffic bans once a bilateral agreements on combined transport is signed where specific road vehicles are registered. This measure is not yet implemented
7.2 Liberalization of initial and terminal hauls	Nothing to report.
7.3 Higher weight limits for road vehicles transporting intermodal loading units	There is Ministry's measure that is allow to pass of road vehicle up to 44 t gross, in intermodal transport, to/from terminals.
7.4 Facilitation of documentary controls	There is proposal in the new Customs regulation on simplification procedure in intermodal/container transport. It is expected to be adopted to the end of 2010.
7.5 Bonus systems for using intermodal transport	Bonus permits for transport by road have been issuing (from this year) when Serbian road transporters use the Ro-La train through Hungary, according to the bilateral agreement between Serbia and Hungary.
7.6 Strict enforcement of road haulage regulations	Nothing to report.
7.7 Other regulatory support measures	Nothing to report.
8 Transport operations	
8.1 Liberalize access to the rail networks	According to the Railway law, in 2010 Government adopted the Methodology on the Track access charges, because Railway law envisages the opening of the railway market with competition among different operators, but practical steps in this direction have yet to be taken.
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	Electronic Inventory of standards and parameters of the AGC and AGTC Agreements as administered by UNECE.

<i>Objectives and issues²</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.
11	Operators in intermodal transport chains	
11.1	Promote cooperation and partnership agreements	<ul style="list-style-type: none"> - In December 2007, the Government of the Republic of Serbia made decision on funding of combined transport operator “Srbijakombi” and 100 % is owned by the PE “Serbian Railways”. Ministry of Infrastructure is working on institutional strengthening of the Srbijakombi together with road and rail transport operators, terminal operators and freight forwarders, trying to establish intermodal platform, through several projects. - Conclusion of bilateral agreements on combined transport with the main objective to support combined transport between two countries. In that regard, Serbia ratified agreements on combined transport with Croatia, Bulgaria and Hungary. Serbia also signed a MoU on intermodal transport with Austria.
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	Serbian Railways (Department for combined transport) and Srbijakombi are managing block trains services between the ports of Rijeka, Koper (Croatia) and Bar (Montenegro) to the Belgrade terminal „ZIT“, as well as an increasing number of block trains in transit.
11.5	Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Nothing to report.

SLOVAKIA

<i>Objectives and issues²</i>	<i>Explanations</i>
<p>1 Importance of intermodal transport in national transport policy</p>	<p>Through the “Transport Policy of the Slovak Republic until 2015” approved by the Government of the Slovak Republic (Act No. 445 of 8. June 2005), Slovakia has endorsed the importance of combined transport. The global objective of transport policy is the securing sustainable mobility via the following specific objectives:</p> <ol style="list-style-type: none"> 1) Establish transparent and harmonized conditions for economic competition in the transport market; 2) Secure modernisation and development of transport infrastructure; 3) Secure adequate financing in the transport sector; 4) Lower the negative impact of transport on the environment; 5) Improve the quality, development and services in transport; 6) Support research and development in transport; 7) Manage the impact of transport globalisation. <p>According the Transport development strategy up to 2020 year approved by the Government of the Slovak Republic (Act No. 158 of 8. June 2010), Slovakia has endorsed inter alia vision of ecologic and energetic efficiency transport with aims building of new intermodal terminals for more fast development of intermodal transport for better get to expect a future transported volumes between Asia and EU under control. Modern intermodal terminals will be building as a part of nearest logistics centres. The main priorities in the sphere of intermodal transport are as follow:</p> <ul style="list-style-type: none"> - support of operation of intermodal transport, - support of get of intermodal transport equipment, - consistently inspect adherence measures for exemptions of road vehicles used in intermodal transport, <p>create a new build intermodal terminals operator, for their coordinated and undiscriminated operating.</p>
<p>2 National and international bodies</p> <p>2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)</p>	<p>Reduction of the negative impact of transport on the environment should be ensured also by an optimal balance of utilisation of transport means by means of a transition of transport performance to the more environmentally friendly modes of transport (railway,</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	<p>inland water and intermodal transport).</p> <p>At the level of an expert group for combined transport of the V4 countries (Czech Republic, Hungary, Poland and Slovakia) an exchange of information and coordination of government policy in these countries is undertaken. Focus is mainly on infrastructure development, support of combined transport, prices for use of railways and other measures to support intermodal transport in the V4 countries.</p>
3 Costs and prices	
3.1 Establish fair competition between modes	<p>The transport policy of the Slovak Republic until 2015 determines the following priorities for transparent and harmonised conditions allowing for economic competition on the transport market:</p> <ol style="list-style-type: none"> 1) Transport market liberalisation, namely transparent licence issuing and assignment, establishment of a regulatory framework and a regulatory office (already done), liberalisation of national and international railway transport on the whole railway network (done as of 1 January 2008). 2) Harmonisation of transport market conditions and introduction of user fees, namely align the systems of transport infrastructure charging for all modes of transport, provide for an efficient charging system in railway transport and ensure that external costs for all types of transport are considered in infrastructure (fee) charging to be covered fully by the originator. 3) Transport infrastructure access, namely definition of legislative conditions for access to the railway infrastructure in accordance with EU legislation; Ensure non-discriminatory access to public ports and to services of intermodal transport terminals. <p>As of January 1, there was establishing toll system for road traffic on main motorways and roads in the Slovak Republic. According a new law on railway there will be chance from January 1 of 2011 the fees system on railways infrastructure, with its decreasing compared of present state.</p>
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)	<p>Slovakia signed the AGTC Agreement in 1994 year and fulfils step by step the AGTC standards in the reconstruction of railway lines. But progress in reconstruction of railway lines stipulated in the AGTC Agreement is very slow, because of insufficient building capacity. Probably only about 300 km out of 1033 km of</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
	<p>AGTC railway lines will be reconstructed by the end of 2008 on the Slovak territory. Newly constructed intermodal terminals will fulfil all AGTC standards and performance parameters for terminals. The Protocol on inland waterways to the AGTC Agreement has not yet been signed. Note: The reconstruction of railways lines stipulated in the AGC and AGTC Agreements will be made under the Priority axle No. 1 of the Transport Operation Programme for 2007–2013, as mentioned below.</p> <p>At present there are prepared the tender for construction of intermodal terminal Žilina according a yellow FIDIC and pass of a project preparation of Košice, Leopoldov and Bratislava – Port terminals for landing resolution.</p>
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	<p>During of 2006–2007, the Ministry of Transport has prepared a Transport Operation Programme for the period of 2007–2013. According a Priority axle No. 1, it is planned to build four public intermodal terminals close to Bratislava, Žilina, Košice and Zvolen. They will be built as modern intermodal terminals that will be part of neighbouring logistics centres. This plan will fulfil the objectives of combined transport concept mentioned in point 2 above.</p>
4.3 Take administrative measures to improve terminal access	<p>All newly built terminals will be public terminals with non-discriminatory access to their services according to relevant EÚ legislation. The railway regulatory office will control the non-discriminatory access to their services.</p>
4.4 Take administrative measures to improve terminal operations and facilities	<p>All newly built intermodal terminals will offer only terminal services, excluding transport services according to EC Directive 1991/440/EC.</p>
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	<p>Slovakia has taken measures to ensure compatibility with existing TSI. The ETCS L1 is built on the corridor V.a (Bratislava - Nové Mesto nad Váhom) and ETCS L2 will continue from Nové Mesto nad Váhom as of 2009. According to the European Deployment Plan, the requirements for TAF TSI are implemented until 2012.</p>
5.2 Introduce electronic information systems	<p>According to the European Deployment Plan, the requirements of TAF TSI are implemented by 2012. Slovakia has implemented the River Information Services (RIS) according to EC Directive 2005/44/EC.</p>
5.3 Other measures	<p>Nothing to report.</p>
6 Financial and fiscal support measures	
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	<p>On the basis of decree No. 304 of 14 May 2008 of the Slovak Government, the Ministry of Transport will</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
6.2 Financial support for operations (specific, initial operations, etc.)	<p>prepare a regulation on the support for technical equipment in intermodal transport for the period 2010–2013. The objective of this regulation is to promote the purchase of technical equipment for intermodal transport with up to 15 per cent of their prices. This support is necessary as a consequence of building and operation of new public intermodal terminals in Slovakia until 2013.</p> <p>In accordance with act No. 491/M-2006 of the Ministry of Transport to grant subsidies for combined transport, the Ministry of Transport of the Slovak Republic may provide support for newly started combined transport services for three years up to 30 per cent of eligible operation costs or up to the available budget. This support is aimed at enterprises established on the Slovak territory with an annual budget of 20 Million SK (0.66 Million €). The Ministry of Transport is requesting the Ministry of Economy to increase this sum to 1.66 Million € per year for the period 2009–2013. The request was not accepted.</p>
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p>According to national Act No. 582/2004, all national road vehicles (i.e. motor vehicles and their trailers) are exempt from vehicle tax, if they are used for combined rail/road transport. If the vehicle made more than 60 journeys in combined transport, tax offices could be requested to reimburse 50 per cent of the annual vehicle tax. This act partially implements EC Directive 1992/96/EC. The Ministry of Transport intends to extend this exemption from vehicle tax.</p>
7 Regulatory support measures	
7.1 Exemption from restrictions and traffic bans	<p>Slovakia grants exemptions from certain restrictions and traffic bans for initial and terminal haulage in combined transport operations.</p> <p>Journeys of tractor units and motor vehicles and trailers exceeding 7.5 tonnes are not allowed to travel on Saturdays from 7 a.m. to 20 p.m. between 1 July and 31 August and on public holidays from 00 hours a.m. to 22 hours p.m. Journeys carried out in the context of combined transport operations are exempted from that ban.</p>
7.2 Liberalization of initial and terminal hauls	<p>For combined transport operations, the initial and final road leg is liberalized for motor vehicles registered within the European Union or the European Economic Area and holding a Community licence, taking into account the relevant legal provisions of the European Union (in particular Regulation (EC) 881/92).</p>
7.3 Higher weight limits for road vehicles transporting intermodal loading units	<p>Road vehicles carrying out distribution in the liberalised zone of intermodal terminals are allowed to have a maximum weight of 44 tonnes for transport of 40 foot</p>

<i>Objectives and issues²</i>		<i>Explanations</i>
		ISO containers (according of government administrative order No. 415 from 17 August 2005 on maximum permitted dimensions and weights of some road vehicles).
7.4	Facilitation of documentary controls	Road vehicles used in combined transport in Slovakia have privileges. Therefore, adequate documents must be provided as proof that combined transport operations are carried out.
7.5	Bonus systems for using intermodal transport	On the base of bilateral agreements for goods transport by road or agreements on international combined transport with non EÚ Members States, it is possible to promote intermodal transport, e. g. supplementary permits for goods transport by road if the rolling road technique (RoLa) in, to and from Slovakia is used.
7.6	Strict enforcement of road haulage regulations	Breaking of the law in road haulage is punished (e. g. in accordance with Act No. 725 on road traffic conditions on roads).
7.7	Other regulatory support measures	Nothing to report.
8	Transport operations	
8.1	Liberalize access to the rail networks	There is free access to the rail network in Slovakia as of 1 January 2008.
8.2	Liberalize access to inland water transport	Slovakia has liberalised access to inland water transport according to the Belgrade Convention.
9	Market monitoring	
9.1	Ensure availability of coherent and reliable data	Nothing to report.
9.2	Establish inventories of bottlenecks	Slovakia has not yet undertaken an inventory of bottlenecks.
9.3	Establish short sea shipping information offices	Slovakia is an inland country, but is it interested also in the development of the “motorways of the sea” concept as a “real competitive alternative to land transport”. Slovakia actively supports the idea of continuing maritime-based logistics chains into Europe from ports to the hinterland. These logistics chains could provide more sustainable (and also commercially more efficient) transport solutions than road-only transport services. Slovakia has no short sea promotion centre, but is preparing to establish an intermodal promotion centre for all parties in the intermodal logistic chain.
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.

<i>Objectives and issues²</i>	<i>Explanations</i>
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	In addition to the promotion mentioned in point 6.2 above, there exist supporting measure for the creation of block trains between terminals. According to ŽSR regulations on prices for special types of carriages it is possible to grant a discount of 50 per cent from the maximum prices for using railway infrastructure with block trains in intermodal transport.
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Nothing to report.

Note to 11 point.- Ministry of Transport, Posts and Telecommunications of the Slovak Republic created at 2009 year an intermodal promotion centre (IPC) now as a part of transport ministry. The IPC was created on the base of European Commission (COM(2006)380 final Communication from the Commission to the Council, European parliament, the European Economic and Social Committee and the Committee of the regions of Mid-Therm Review of the Programme for the Promotion of Short Sea Shipping (COM(2003)155 final) activities. The main aims of IPC are as follow:

- creating of web site (www.intermodal.sk) with databases and materials,
- organized of conferences, seminars and so on,
- consultations, counselling and contacts exchange,
- publication of brochures, bulletins and manuals.

The IPC it is dedicated especially for informed of the Slovak users on field of intermodal transport, and other interested groups (students and person concerned). At present the IPC it is financed by transport ministry, but our end aim it is shift one under same combined or intermodal professional financially and organizing independent from transport ministry body.

TURKEY

<i>Objectives and issues²</i>	<i>Explanations</i>
1 Importance of intermodal transport in national transport policy	<p>As specified in Transport Strategic Plan of Ministry of Transport for 2009-2013, one of the strategic aims of the Ministry of Transport is that Turkey should have a reliable, high-quality transport infrastructure with a balanced transport system. In Turkey, freight and passenger transport is heavily performed by road (respectively 89%, 91%). Therefore, clear-cut transport policy should be needed in order to eliminate the imbalance in the utilization of the different modes of transport. By developing intermodal transport in Turkey, it is expected to decrease the share of road transport.</p> <p>Taking into account the tendency and the future perspectives in transport policies and being located between three continents, Turkey attaches great importance to develop intermodal transport. It is considered not only one of the important objectives of transport policy of Turkey, but also an integral part of sustainable transport policy. We consider that promoting this mode of transport is of vital importance to create more environmentally friendly modes, to ease congested corridors and more importantly to decrease the part of road transport between modes having a growing tendency. That's why, Turkey's future transport investments are formed in this context. To this end, a national master plan has been prepared to define priorities and future goals in each sector through fostering intermodal transport. Moreover, a transport infrastructure needs assessment study (TINA) which was financed by the EU was conducted in Turkey. In this study, the transport infrastructure needs and plans of Turkey are based on the development of the intermodal transport. Although there is a lack of regulatory basis to govern national and international intermodal activities; some inputs are available in Turkey which form initial basis for further developing intermodal transport activities in Turkey. "National Peer Review on Intermodal Transport" was conducted by OECD/ITF and published in April 2009. This document would provide clear picture of Turkey's opportunities and challenges in Intermodal transport.</p> <p>It is also worth noting that twinning project namely "Strengthening Intermodal Transport in Turkey" will be started in early 2011. In this project, a regulation on intermodal transport activities in Turkey will be drafted. Moreover, intermodal transport strategy paper with clear technical and legal recommendations is also going to be formulated for Turkish official agencies and other stakeholders.</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
2 National and international bodies	<p>In parallel with decisions taken at the Second Pan-European Transport Conference and the measures regarding Customs Union and EU Turkish Government set the transport policies to develop and promote combined transport.</p> <p>It is aimed to fulfill the domestic, international and transit traffic task at least coast by facilitating the achievement of the economically optimum modal shares determined not only through competitive advantage but also through joint cooperation between modes as a combined transport.</p>
2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	<p>At present, there is no specific national legal framework or national bodies which are only responsible for intermodal transport. However, it is aimed to establish a new department which will have the authority to coordinate all intermodal transport policies and activities across different transport modes in the near future in the MoT as suggested in OECD/ITF Peer Review Study.</p> <p>Since any authority dealing with intermodal transport does not exist in Turkey, there are no specific measures that can be mentioned in this sense.</p>
2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	<p>The formulation of transport policy is the main task of MoT.</p> <p>Furthermore, MoT tries to actively participate in international organizations on intermodal transport. Turkey will transpose “Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States” into its legislation in the very near future. Moreover, Turkey ratified the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) on September 4th, 1996, joining 30 other European countries that have agreed to make international combined and intermodal transport more efficient and attractive to customers in Europe. Through this Agreement, Turkey has subscribed to the designation of a network of important international combined rail transport lines, terminals, border crossing points and ferry links/ports.</p>
3 Costs and prices	
3.1 Establish fair competition between modes	<p>MoT has launched new and considerably serious infrastructure investments for the revival of railroad which aims at increasing its share and thus offering means to remedy the existing imbalance favoring road transport for domestic and international transport.</p> <p>Furthermore, the idea of integration instead of</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
3.2 Develop cheaper and more efficient interfaces between modes of transport	<p>competition between modes of transport is supported by Turkish State Railways (TCDD). That's why our efforts are mainly focused on developing intermodal transport. However, in order to improve rail transport, TCDD has started to operate national and international block trains with the prices acceptable by the market.</p> <p>It is one of aims of prepared Strategy for Support of logistics from public funds.</p>
4 Networks, terminals and logistics centres	<p>One of the major aims of Turkey is to become an important logistic center between three continents by taking advantage of its strategic position in Europe, Asia and Middle East. To this end, some freight villages are to be established in industrialized cities.</p> <p>At the first stage, establishing freight villages (logistic centers) at 13 different locations has been planned. These locations are İstanbul (Halkalı/Ispartakule), İzmit (Köseköy), Samsun (Gelemen), Eskişehir (Hasanbey), Kayseri (Boğazköprü), Balıkesir (Gökköy), Mersin (Yenice), Uşak, Erzurum (Palandöken), Konya (Kayacık), Denizli (Kaklık), Bilecik (Bozüyük) and İzmir (Kemalpaşa).</p> <p>The 1st phase construction works of those freight villages at Samsun, Denizli, İzmit, Eskişehir and Kayseri have been completed. 2nd phase construction works at Eskişehir and Kayseri freight villages and construction works at Balıkesir freight village will start soon. Studies for other freight villages continue.</p> <p>In addition to this, the Mersin Container Port (hub) on the Mediterranean Sea, the North Aegean Port Çandarlı (hub) on the Aegean Sea, and the Zonguldak Filyos Port on the Black Sea, are new port projects that will enable Turkey to become a logistic center.</p>
4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	<p>Turkey is a party to AGTC Agreement and implementing its requirements. Regarding railway lines for international combined transport, mentioned in the Annex I of the above-mentioned agreement, upgrading operations for infrastructure through electrification and signalization works are being carried out. In line with the AGTC Annex IV, Turkey is constructing new high-speed train lines.</p>
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	<p>Logistic villages are firstly constructed in regions where there is great potential of freight transport connected with organized industrial regions.</p> <p>There are;</p> <ul style="list-style-type: none"> • Container loading unloading and storage areas,

<i>Objectives and issues²</i>	<i>Explanations</i>
4.3 Take administrative measures to improve terminal access	<ul style="list-style-type: none"> • Customs paid areas; agencies, customs consultancy agencies, every kind of customs services, • Loading, unloading and storage areas for dangerous and special goods, • Unloading areas for bulk goods. <p>In order to realize more effective and productive operation in our logistic services and to meet the customer satisfaction, the construction works of logistic villages are being carried out in;</p> <ul style="list-style-type: none"> • Halkalı/Ispartakule (İstanbul), • Köseköy (İzmit), • Gelemen (Samsun), • Hasanbey (Eskişehir), • Boğazköprü (Kayseri), • Gökköy(Balıkesir), • Yenice (Mersin), • Uşak, • Palandöken (Erzurum), • Konya (Kayacık), • Kaklık (Denizli) • Bozüyük (Bilecik), • Kemalpaşa (İzmir). <p>Furthermore, following links are evaluated under TINA Turkey Study which has been recently completed where all required infrastructural needs are assessed for the purpose of establishment of interconnectivity and interoperability between the EU and Turkey.</p> <ol style="list-style-type: none"> 1. The Mediterranean Shipping lines – Mersin Container Port - railway connection - Filyos Port (or Samsun port as declared by High Level Group Wider Europe Study) – the Black Sea 2. The Mediterranean – Mersin container Port - railway - Caucasian markets 3. The Mediterranean – Mersin Container Port, Mersin Port, Iskenderun Port – railway - Middle East Countries 4. The Aegean Sea - İzmir Port and North Aegean (Çandarlı) Port - railway - Caucasian, Central Asian markets <p>Corridor IV - İstanbul Strait Tube Tunnel Project (Marmaray) – railway – Kars-Tbilisi railway project - Caucasian Asian markets.</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
4.4 Take administrative measures to improve terminal operations and facilities	
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	Nothing to report.
5.2 Introduce electronic information systems	General Directorate of Highways has installed Intelligent Transport Systems (ITS) on certain section of motorways. Tunnels longer than 500 m. have been equipped with special control systems to provide traffic safety.
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>Being aware of the importance of having efficient operation in the existing ports, Turkish government has been taken several measures and undertaken investment to modernize and rehabilitate the infrastructure of ports. For the last 5 years, 450 million USD was spent to overcome the shortcomings that the Turkish ports have been experienced regarding the equipment, the availability of mechanical installations and the speed of operation. A loan from European Investment Bank (EIB) with a total of 36 million EUR was obtained to support the capacity expansion of TCDD's container ports. 9 % of these investments were financed by the World Bank Loan. Inland container terminals were installed in Gaziantep and the investment project is going on for the installation of ICT in other locations.</p> <p>For a developing country, formulation of the most efficient financial model is one of the major tools for the implementation of important infrastructure projects. The necessity of developing alternative finance models is also arising as it has been the case in the world.</p> <p>Within this context, new approaches towards formulating the contribution of private sector sources and dynamism together with risk sharing are widely discussed.</p> <p>In general, the Public Private Partnership (PPP) is defined as allocation and share of responsibilities, costs and risks, revenues and benefits in optimum proportions between the private and public sector during creation of public service.</p> <p>The assessment of optimum proportions and definition of the role of each party comprise the backbone of the Public Private Partnership modeling. In Turkey BOT model is widely applicable. New legislation for PPP is on the way.</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
6.2 Financial support for operations (specific, initial operations, etc.)	Nothing to report.
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p>Motorways are subject to toll, and national and foreign vehicles pay the same toll rate. There is no exemption from the origin of vehicle.</p> <p>Investment incentive is provided for domestic and foreign investors. The incentive tools are:</p> <ul style="list-style-type: none"> - Exemption from custom duties and fund levies - Investment allowance - Value Added Tax (VAT) exemption for imported and locally purchased machinery and equipment <p>Exemption from taxes, duties and fees.</p>
7 Regulatory support measures	
7.1 Exemption from restrictions and traffic bans	Nothing to report.
7.2 Liberalization of initial and terminal hauls	Privatization of some of the public harbors has been completed. Furthermore, privatization works for other public harbors are being pursued.
7.3 Higher weight limits for road vehicles transporting intermodal loading units	44 tons.
7.4 Facilitation of documentary controls	Operation and studies to be part of FAL convention is being pursued.
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	Nothing to report.
8 Transport operations	
8.1 Liberalize access to the rail networks	The General Railway Law which is planned to enter into force in 2011, has been redrafted to liberalize access to Turkish Rail Network.
8.2 Liberalize access to inland water transport	Without prejudice to the provisions mentioned in Cabotage Law, inland waters are open to free competition.
9 Market monitoring	
9.1 Ensure availability of coherent and reliable data	Sea, load and passenger transport statistics are collected by Undersecretariat of Maritime.
9.2 Establish inventories of bottlenecks	Nothing to report.
9.3 Establish short sea shipping information offices	“Turkish Short Sea Promotion Center, which has been established under the organization of the Union of Chambers and Commodity Exchanges of Turkey in

<i>Objectives and issues²</i>	<i>Explanations</i>
10 Foster innovations covering all components of the transport chain	<p>accordance with the article 56 of the law no. 5174 and decision no. 196 dated 15.01.2005”</p> <p>In terms of its organizational structure, the Short Sea Promotion Center consists of a delegation and a executive board. (http://www.shortsea.org.tr)</p> <p>New worldwide technological developments are analyzed and necessary adjustments are made for application.</p>
11 Operators in intermodal transport chains	
11.1 Promote cooperation and partnership agreements	<p>TCDD makes block train agreements with the customers for the smooth operation of international block trains.</p> <p>Furthermore in order to increase freight traffic capacity between European countries and Turkey and to extend this traffic through Turkey to Middle East and Asia, TCDD is become an active partner of Cream Project supported by EU.</p>
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	<p>TCDD wishes to increase the number of nationally and internationally operated block trains. Currently the following block trains are operated by TCDD to European countries.</p> <ul style="list-style-type: none"> • Halkalı-Sopron-Halkalı • Halkalı-Wien (Austria) • Cologne-Köseköy-Cologne (Germany) • Cologne- Derince • Köseköy – Bucharest (Romania) • Halkalı-Budapest (Hungary) • Çukurhisar-Wien • Slovenia-Halkalı <p>Furthermore TCDD also operates one block train per week to Turkmenistan and Kazakhstan from Haydarpaşa (İstanbul).</p> <p>In order to increase the block train operation, negotiations with railway undertakings and customers are carried out by TCDD.</p>
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	<p>There is a project within TCDD to track and trace the block trains. By this project, block trains can be traced by computers by collecting the relevant data.</p> <p>Furthermore, under the Cream Project, TCDD intends to buy GPS devices in order to track and trace block trains.</p>