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

Note by the secretariat¹

I. BACKGROUND AND MANDATE

1. At its sixty-ninth session, the Committee on Inland Transport had decided that the Working Party should continue, possibly in a streamlined manner, the work carried out by 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 (CEMT/CM(2002)3/Final) (ECE/TRANS/192, paragraph 90).

2. In accordance with the decisions of the Working Party at its forty-seventh session (ECE/TRANS/WP.24/115, paragraphs 13-15), the secretariat has prepared, in the present

¹ The UNECE Transport Division has submitted the present document after the official documentation deadline.

document, a first outline of a survey that could provide a comprehensive and consistent picture of national policy measures taken by UNECE member States to promote intermodal transport.

3. The issues and objectives for the promotion of intermodal transport and logistics contained in the tables of this document have been derived from the provisions of the ECMT Consolidated Resolution and from country information provided earlier to the ECMT (CEMT/CS/TIL(2007)1/REV1; CEMT/CS/TIL(2006)5).

II. MONITORING AND ANALYSIS OF NATIONAL POLICY OBJECTIVES AND ISSUES

4. In line with the above mandate, the secretariat proposes to consolidate, update and publish the information collected so far under the auspices of the ECMT in a single data framework, but in two different formats.

(a) Country information system

5. A table A (see example in annex I below) could present detailed country information as transmitted by the country concerned, but in a standard format providing a complete picture of all policy objectives and issues for the promotion of intermodal transport. As an example, the case of Austria has been used in Table A, based on information available at the secretariat.

6. The Working Party may wish to consider whether the proposed standard data format is both consistent and comprehensive. The standard format should also reflect adequately the policy objectives as stipulated in the ECMT Consolidated Resolution as well as other policy concerns that may have arisen subsequently to adoption of the resolution in 2002.

(b) Information system on intermodal transport policy objectives and issues in the UNECE region

7. A table B (see sample in annex II below) could present aggregated regional information by policy areas with the aim to provide comparable data for all UNECE member countries in which intermodal transport is of relevance. This data format could also include a simple rating system that informs, in a qualitative manner, about the status of implementation of each policy objective and issue in the respective country. Such a rating system would allow the identification of policy elements that may need to be further developed and/or implemented at the national and/or international level (prioritization).

8. It is conceivable to distinguish, for example, three different qualitative ranks (☺ = full, ☹ = partial or ☹ = non-satisfactory development and implementation) for each policy objective and issue. The rating could be left at the discretion of the reporting country. Alternatively, or in case no ranking is provided by the country concerned (for whatever reason), a rating could be proposed by the secretariat for subsequent consideration by the Working Party.

9. In case the Working Party agrees with the principle of such a rating mechanism, it may be necessary to prepare for each policy objective and issue some basic criteria or benchmarks in order to ensure transparency and to facilitate identification of the appropriate rating.

(c) Collection, analysis and dissemination of information

10. Taking account of the views expressed and the decisions taken by the Working Party on the above proposals, the secretariat could prepare a revised data framework. Pre-filled questionnaires could then be transmitted to concerned UNECE member countries inviting them to update and modify the information contained therein. At the next session of the Working Party in March 2008, this information could then be reviewed and, if appropriate, a decision on an adequate rating mechanism and on the level of rating could be taken. To facilitate these discussions, the secretariat, in cooperation with a small group of volunteers (possibly operating via e-mail), could prepare proposals and criteria for such a rating mechanism.

11. The information collected by the Working Party could be made accessible via the Internet. It would complement the data already available on-line on the UNECE web site relating to the AGTC network and its infrastructure and performance standards. Together, both information systems would provide an up-to-date, consistent and comprehensive overview of policy measures as well as infrastructure and service standards applicable to intermodal transport in the UNECE region.

Annex I

TABLE A: COUNTRY INFORMATION ON INTERMODAL TRANSPORT

Example: Austria

	OBJECTIVES AND ISSUES ²	EXPLANATIONS
1	Importance of intermodal transport in transport policy	In the framework of the Austrian transport policy, combined transport is considered to be of central importance for solving present and future problems with regard to freight transport by road caused by Austria's geographical and topographical situation. Due to increased traffic flows both within and through Austria, in particular on the roads, Austria has been introducing early measures for the support of environment-friendly modes, such as rail or combined transport.
2	National and international bodies	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	

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).

	OBJECTIVES AND ISSUES ²	EXPLANATIONS
3	Costs and prices	
	3.1 Establish fair competition between modes (e.g. transparent prices, internalization of external costs, etc.)	
	3.2 Develop cheaper and more efficient interfaces between modes of transport	Development of cheaper and more efficient interfaces between modes is part of the national research and development (R&D) programme I2V – Intermodality and Interoperability of Transport Systems (see also section 11).
4	Networks (see also objective 5)	
	4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	Generally speaking, Austria has implemented international standards. Austria has ratified and implemented the AGTC Agreement (22 July 1993) and has signed, but not yet ratified, the AGTC Protocol on inland waterways (13 November 1997). According to § 43 of the Austrian Federal Railways Act, the Republic of Austria supports the planning and building of rail infrastructure.
5	Terminals and logistics centres	
	5.1 Level of planning procedure (national, regional, cross-border)	
	5.2 Take measures to eliminate bottlenecks	Austria has developed strategic plans specifically to address bottlenecks.
	5.3 Take measures to improve access	
	5.4 Take measures to improve terminal facilities (e.g. increased operating hours, etc.)	

	OBJECTIVES AND ISSUES ²	EXPLANATIONS
6	Interoperability	
	6.1 Ensure compatibility of railway information and signalling systems	Austria has taken measures to ensure the compatibility of railway information and signalling systems.
	6.2 Introduce electronic information systems	Austria has introduced the “train drivers’ training” which allows them to cross the borders.
7	Financial and fiscal support measures	Austria, like many other countries, provides financial support for terminal modernisation.
	7.1 Financial support for investments (installations, rolling stock, systems, etc.)	<p>Austria, like many other countries, provides financial support for investments in terminals, regarding their construction or enlargement as well as concerning the modernisation of transshipment facilities. The so-called “Programme for the support of transshipment facilities for intermodal transport road-rail-ship” has become effective as of 1 July 2006 and will last until 30 June 2012. To be eligible for public funding, investments in terminals have to be used exclusively for the transshipment of goods in Austria.</p> <p>Financial measures have also been taken to support the purchase of transport equipment and for innovative and new technologies, as well as for feasibility studies in combination with implementation measures. The "Programme for the promotion of combined goods transport road/rail/ship", valid from 1 January 2003 to 31 December 2008, contains substantial measures for the financial promotion of combined transport in Austria. It supports investments in installations, systems and mobile equipment, which are necessary for the transport or handling of goods in combined transport road/rail/ship.</p>
	7.2 Financial support for operations (specific, initial operations, etc.)	In accordance with Council Regulation (EEC) 1191/69 of 26 June 1969, as last amended by Council Regulation (EEC) N° 1893/91 of 20 June 1991, the Austrian Federal Railways Act (§ 48 Bundesbahngesetz, BGBl. 825/1992, as last amended by BGBl. I Nr. 80/2005) stipulates that transport operations which are considered to be of public interest, e.g. for environmental reasons, may be ordered as “public service operations”. In 2005, a preliminary remuneration of 46 million € was agreed upon as remuneration for public service operations carried out in the framework of combined transport (rolling road and unaccompanied combined transport). The final remuneration was calculated on the basis of the results achieved (i.e. the number of consignments transported).

	OBJECTIVES AND ISSUES ²	EXPLANATIONS
	7.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p>Incentives regarding vehicle tax.</p> <p>All national vehicles (i.e. motor vehicles and their trailers) exceeding 3.5 tonnes are exempt from vehicle tax, if - during that calendar month - they are used exclusively for initial and terminal haulages for combined rail/road transport, i.e. the pick-up from and delivery to the nearest technically suitable terminal of containers (of a length of at least 20 ft), swap bodies or semi-trailers transported by rail. On request, national vehicles exceeding 3.5 tonnes using the rolling road technique (RoLa) or (in case of semi-trailers) unaccompanied combined transport on Austrian territory are reimbursed 15 per cent of the monthly vehicle tax for each combined transport journey effected by rail. This reimbursement may reach 100 per cent of the annual vehicle tax.</p>
8	Regulatory support measures	
	8.1 Exemption from restrictions and traffic bans	<p>Austria grants exemptions from certain restrictions and traffic bans for initial and final road legs of combined transport operations.</p> <p><u>Exemption from weekend and holiday driving ban for lorries</u></p> <p>Journeys with motor vehicles and trailers exceeding 3.5 tonnes as well as motor vehicles and tractors exceeding 7.5 tonnes are forbidden to travel on Saturdays from 3 p.m. to 12 p.m. and on Sundays and holidays from 00 a.m. to 10 p.m. Journeys which are carried out in the context of combined transport are exempted from that ban if they do not exceed a radius of 65 km to or from the following terminals: Brennersee, Graz–Ostbahnhof, Salzburg–Hauptbahnhof, Villach–Fürnitz, Wels–Verschiebebahnhof, Wien–Südbahnhof, Wien–Nordwestbahnhof, Wörgl, Graz–Süd CCT, Enns Hafen CCT, Wien Freudenau Hafen CCT, Krems a.d. Donau CCT, Linz Stadthafen CCT, St. Michael CCT, Hall in Tirol CCT, Bludenz CCT, Wolfurt CCT.</p> <p><u>Exemption from summer holiday driving ban for lorries</u></p> <p>Every Saturday, from 30 June to 1 September 2007 (beginning and end of the driving ban is published every year well in advance of the holiday season), journeys with motor vehicles and trailers exceeding 7.5 tonnes are forbidden from 8 a.m. to 3 p.m. on certain roads. Journeys which are carried out in the context of combined road-rail and inland waterways-road transport are exempted from that ban as far as the nearest suitable rail loading station/port is concerned.</p>

	OBJECTIVES AND ISSUES ²	EXPLANATIONS
	8.1 Exemption from restrictions and traffic bans (continued)	<p><u>Exemption from night driving ban for lorries</u></p> <p>Motor vehicles exceeding 7.5 tonnes that do not comply with noise emissions standards for the so called low noise vehicles ("lärmarme KFZ") are not allowed to circulate from 10 p.m. to 5 a. m. Journeys that are carried out in the context of combined transport from and to specific rail stations/ports on clearly specified road corridors, are exempted from that ban in both directions. These rail stations/ports and corridors are defined in a Decree of the Federal Minister for Transport, Innovation and Technology ("Verordnung des Bundesministers für öffentliche Wirtschaft und Verkehr über Ausnahmen vom Nachtfahrverbot für Fahrten im Rahmen des Kombinierten Verkehrs", BGBl. Nr. 1027/1994, as last amended by BGBl. II Nr. 99/2006).</p>
	8.2 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 also regulation (EC) 881/92).</p> <p>In addition, according to a Decree of the Austrian Federal Ministry for Transport, Innovation and Technology some specific road corridors for initial and final hauls of rolling road connections to certain terminals do not require permits (i.e. no bilateral road permit for goods transport is necessary on these corridors, provided that the journey is an initial or final road haul of rolling road connections). Around the terminals of Wels and Salzburg and within a radius of 70 km, initial and final hauls for loading and unloading do not require permits if the rolling road technique (RoLa) is used.</p>
	8.3 Higher weight limits for road vehicles transporting intermodal loading units	<p>The Austrian "Motor Vehicle Act" ("Kraftfahrgesetz") sets a limit of 40 tonnes for the sum of the total weight of motor vehicles and their trailers. For initial and final road legs in combined transport, this limit is set at 41 tonnes for semi-trailers which can be handled by a crane and at 44 tonnes for the carriage of containers and swap bodies.</p>
	8.4 Facilitation of documentary controls	

	OBJECTIVES AND ISSUES ²	EXPLANATIONS
	8.5 Bonus systems for using intermodal transport	Numerous bilateral agreements for goods transport by road have been concluded containing additional protocols for the promotion of combined transport. For countries which are not members of the European Union these additional protocols state, amongst other specific measures, that supplementary permits for goods transport by road will be issued if the rolling road technique (RoLA) in, to and from Austria is used.
	8.6 Strict enforcement of road haulage regulations	
	8.7 Other regulatory support measures	According to Austrian labour legislation, the time spent by a lorry driver on a rolling road (RoLa) train will be regarded as rest period.
9	Operations	
	9.1 Liberalize access to the rail networks	There is access to the rail network in Austria.
	9.2 Liberalize access to inland water transport	Austria has liberalised access to inland water transport.
10	Market monitoring	
	10.1 Ensure availability of coherent and reliable data	
	10.2 Establish inventories of bottlenecks	Austria has established an inventory of bottlenecks.
	10.3 Establish short sea shipping information offices	Although Austria is an inland country and therefore focuses on railways and inland waterways, Austria is interested in the development of the “motorways of the sea” concept (which was originally proposed in the European Commission Transport White Paper in 2001 as a “real competitive alternative to land transport” and has been re-affirmed in its midterm review in 2006), in so far as it aims at introducing new intermodal maritime-based logistics chains in Europe. These logistics chains could provide more sustainable (and also commercially more efficient) transport solutions than road-only transport. At present, Austria has no short sea promotion centre, but it is represented in some working groups (e.g. focal point of motorways of the sea).

	OBJECTIVES AND ISSUES ²	EXPLANATIONS
11	Foster innovations covering all components of the transport chain	In 2007, Austria started the research and development (R&D) programme I2V – Intermodality and Interoperability of Transport Systems. This programme aims at investigating and implementing new transport solutions that meet requirements of integrated future transport. [For example, medium- and long-term systems should be developed to enable efficient transfer between modes of transport, and support systems that ensure connections and flexible schedule management]. Intermodal transport in general should thus become more efficient and attractive.
12	Operators in intermodal transport chains	
	12.1 Promote cooperation and partnership agreements	
	12.2 Promote use of intermodal transport for the transport of dangerous goods	
	12.3 Establish international pools of wagons	
	12.4 Operation of block trains between terminals	
	12.5 Use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	

Annex II

TABLE B: INFORMATION SYSTEM ON INTERMODAL POLICY OBJECTIVES AND ISSUES IN THE UNECE REGION

Sample

Possible rating system:

- ☺ = Policy objective and issue fully developed and implemented
- ☹ = Policy objective and issue partially developed and implemented
- ⊗ = Policy objective and issue not satisfactorily developed and implemented

OBJECTIVES AND ISSUES ³		UNECE MEMBER COUNTRIES											
		Country A	Country B	Country C	Armenia	Austria	Azerbaijan	Belarus	Belgium	...	UNECE sub-region A	UNECE sub-region B	UNECE (average)
1	Importance of intermodal transport in transport policy	☺	☹	⊗	...	...	...	...	...	...	...	...	...
...
12	Operators in intermodal transport chains	☺	☹	⊗	...	...	...	...	...	...	...	...	...
	Country (average)	☺	☹	⊗	...	...	...	...	...	...	...	...	...

³ 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 issues and objectives contained in this Resolution have been consolidated so that they do not appear several times (for example, the issues of “fair competition” and “transparent and competitive pricing” are mentioned in several indents in the ECMT Resolution).