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MONITORING AND ANALYSIS OF NATIONAL POLICY MEASURES  
TO PROMOTE INTERMODAL TRANSPORT

Addendum

Transmitted by the Governments of Austria, Serbia and Slovakia

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

### AUSTRIA

	OBJECTIVES AND ISSUES <sup>1</sup>	EXPLANATIONS
1	<b>Importance of intermodal transport in national transport policy</b>	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 roads, Austria has introduced early measures for the support of environment-friendly modes, such as rail or combined transport.
2	<b>National and international bodies</b>	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	Austrian experts of the Federal Ministry of Transport, Innovation and Technology actively participate in numerous national policy coordination working groups in the field of environment and land use, also dealing with, among others, measures for the promotion of combined transport. These are e.g. the ongoing works in the area of the Alpine Convention, the Austrian Conference on Spatial Planning, the National Committee on Climate, the Austrian Committee on Sustainable Development and the national Task-Forces for the elaboration of mid- and long-term infrastructure concepts considering all land transport modes.
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	Corresponding to the answer above the Austrian Transport experts also attach highest importance to articulate national interests in the field of international coordination bodies. These are e.g. also the current activities within the Transport Group in the context of the Alpine Convention, ongoing works in the different Transport and Environment expert groups of the European Commission, the further elaboration of the European Union SD Strategy and the work of the bodies considering questions to guarantee the fulfillment of the commitments arising from the Kyoto-Protocol.

<sup>1</sup> 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).

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
3	<b>Costs and prices</b>	
	3.1 Establish fair competition between modes	A precondition for the establishment of fair competition between modes is the elaboration and introduction of fair and efficient pricing schemes. That means prices have to consider the use of resources and should reflect all external costs. Keeping this as well as the current community legislation in mind ("Directive 2006/38/EC of the European Parliament and of the Council of 17 May 2006 amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures") the Austrian strategy in this field consists of three cornerstones: (1) Possible differentiation of the road toll for heavy goods vehicles according to their emission standards; (2) General increase of the road toll as of July 2007; (3) Automatic and periodic price adjustment to the inflation. Finally, the Austrian experts play an active role to enable the full internalisation of all external costs in the case of the scheduled amendment of the present Directive 2006/38/EC.
	3.2 Develop cheaper and more efficient interfaces between modes of transport	Development of cheaper and more efficient interfaces between modes of transport is part of the national research and development (R&D) programme I2V – Intermodality and Interoperability of Transport Systems.
4	<b>Networks, terminals and logistics centres</b>	
	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.
	4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	Integrated terminal network program of Rail Cargo Austria (RCA) in accordance with infrastructure managers: A good example of integrated terminal planning is the current construction works in the terminal Wien-Freudenau which offers excellent connections to rail, road and inland waterways, regionally and for cross border transports (e.g. corridor IV and VII). The terminal itself is modernised, its capacity extended and an old (so far unusable) bridge in the port of Freudenau is rebuilt so that a direct connection to the central marshalling yard of Vienna will be established. Moreover, good connections to the motorway are provided for.

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
	4.3 Take administrative measures to improve terminal access	For regulatory measures to improve terminal access, see sections 7.1 and 7.2
	4.4 Take administrative measures to improve terminal operations and facilities	Extended opening hours in terminals for unaccompanied transport (e.g. Wels 6x24h). 6/7x24h opening hours in rolling road-terminals (Wels, Wörgl, Brenner). Realisation of gateway-concepts (shift container from one wagon to another by crane).
5	<b>Interoperability</b>	
	5.1 Ensure compatibility of railway information and signalling systems	Austria has taken measures to ensure the compatibility of railway information and signalling systems.
	5.2 Introduce electronic information systems	Austria has introduced the "train drivers' training" which allows them to cross the borders. Austria has implemented River Information Services (RIS) according to Directive 2005/44/EC.
	5.3 Other measures	Nothing to report.
6	<b>Financial and fiscal support measures</b>	
	6.1 Financial support for investments (installations, rolling stock, systems, etc.)	Austria provides financial support for investments in terminals, regarding construction, enlargement and modernisation of transshipment facilities. A "Programme for the Support of Transshipment Facilities for Intermodal Transport (road-rail-vessel)" is in force since 1 July 2006 and will terminate on 30 June 2012. To be eligible for public funding, investments in terminals have to be used exclusively for the transshipment of goods in Austria. Financial measures have 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/vessel)", 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 necessary for the transport or handling of goods in combined transport.

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
	6.2 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 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).
	6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Incentives regarding vehicle tax. 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 (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.
7	<b>Regulatory support measures</b>	
	7.1 Exemption from restrictions and traffic bans	Austria grants exemptions from certain restrictions and traffic bans for initial and final road legs of combined transport operations.
		<u>Exemption from weekend and holiday driving ban for lorries</u> 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 Freudenua Hafen CCT, Krems a.d. Donau CCT, Linz Stadthafen CCT, St. Michael CCT, Hall in Tirol CCT, Bludenz CCT, Wolfurt CCT.

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
		<p><u>Exemption from summer holiday driving ban for lorries</u> 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> <p><u>Exemption from night driving ban for lorries</u> 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 restrictions and 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>
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 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>
7.3	Higher weight limits for road vehicles transporting intermodal loading units	<p>According to the 28th amendment of the Austrian „Motor Vehicle Act“ (BGBl. Teil I Nr. 57/2007) § 4 section 7a of the Motor Vehicle Act has been modified: The sum of the total weight of motor vehicles and their trailers, which are used for initial and final road legs in combined transport, must not exceed 44 to (as compared to 40 to for road transport in general). (For the Motor Vehicle Act combined transport is defined in § 2 section 1 number 40).</p>

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
	7.4 Facilitation of documentary controls	As other sections show (e.g. 7.2. and 7.3.) show, combined transport in Austria enjoys certain privileges. Therefore, adequate documents must be provided as proof that combined transport is carried out.
	7.5 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.
	7.6 Strict enforcement of road haulage regulations	The regulations regarding the limit of vehicle weights do not include tolerances. Therefore in principle every infringement will be punished. Based on the Austrian Motor Vehicle Act, sanctions can be imposed if the maximum authorized total weight is exceeded by more than 2% or the maximum authorized axle weight is exceeded by more than 6%.
	7.7 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.
8	<b>Transport operations</b>	
	8.1 Liberalize access to the rail networks	There is free access to the rail network in Austria.
	8.2 Liberalize access to inland water transport	Austria has liberalised access to inland water transport according to the Belgrade Convention.
9	<b>Market monitoring</b>	
	9.1 Ensure availability of coherent and reliable data	Nothing to report.
	9.2 Establish inventories of bottlenecks	Austria has established an inventory of bottlenecks.
	9.3 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).

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
10	<b>Foster innovations covering all components of the transport chain</b>	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.
11	<b>Operators in intermodal transport chains</b>	
	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	One of the numerous measures introduced by Austria for the promotion of combined transport are the so called “public services” in the field of combined transport (unaccompanied combined transport and rolling road): § 48 of the Austrian Federal Railways Act (BGBl. No. 825/1992, last amended by BGBl. No. 80/2005) states that, according to regulation (EEC) No. 1191/69 issued by the Council on 26 June 1969, and as amended by regulation (EEC) No. 1893/91 issued by the Council on 20 June 1991, transport which is considered to be of public interest, e.g. for environmental reasons, may be ordered as “public services”. For these combined transport services, contracts have been concluded with the Austrian Federal Railways (ÖBB) and with Austrian private railways.
	11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Nothing to report.



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

**SERBIA**

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
1	<b>Importance of intermodal transport in national transport policy</b>	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: <ul style="list-style-type: none"> <li>- Intermodal transport – a vision for 2015;</li> <li>- Role of the State in intermodal transport development;</li> <li>- Organizational measures for the promotion of intermodal transport;</li> <li>- Guidelines for intermodal transport development;</li> <li>- Short- to mid-term specific objectives for the development of intermodal transport.</li> </ul>
2	<b>National and international bodies</b>	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	The Serbian State authorities (Ministry of Infrastructure, Ministry of Finance, Customs and Inspection authorities, Environmental Protection Authority, 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. Capacity Building Projects financed by the IPA Programme (Instrument for Pre-accession Assistance) it is aimed to improve national policy coordination between related stakeholders.
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	- 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	<b>Costs and prices</b>	
	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.

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
4	<b>Networks, terminals and logistics centres</b>	
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).
4.2	Integrate terminal planning into national, regional or cross-border transport and land-use planning	<ul style="list-style-type: none"> <li>- 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.</li> <li>- According to the Strategic plan 2006-2010 of the Serbian Railway, it is planned to build combined transport terminals in Belgrade, Nis and Novi Sad (all on Corridor X).</li> </ul>
4.3	Take administrative measures to improve terminal access	There were no measures taken in that direction. 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	There hasn't been improvement of terminal operations and facilities related with Governmental decision.
5	<b>Interoperability</b>	
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	

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
6	<b>Financial and fiscal support measures</b>	
6.1	Financial support for investments (installations, rolling stock, systems, etc.)	Nothing to report.
6.2	Financial support for operations (specific, initial operations, etc.)	According to the railway law, there exist the possibility for a Public Service Obligation (PSO) of combined transport, but it still not implemented.
6.3	Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	There exists a measure for exemptions from road user fees, once a bilateral agreement on combined transport is signed where specific road vehicles are registered. This measure is not yet implemented.
7	<b>Regulatory support measures</b>	
7.1	Exemption from restrictions and traffic bans	There exists a measure for exemption from road restrictions and traffic bans once a bilateral agreement 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	The maximum weight limit is 44 tonnes for road vehicles in combined transport to and from terminals once a bilateral agreement on combined transport is signed. This measure is not yet implemented.
7.4	Facilitation of documentary controls	A container control form as a document accompanying each container was introduced in December 2004 in order to simplify procedures for container transport. Before introducing this document containers were accompanied by Customs waybills. Every move of a container needed to be reported to the Customs and Customs waybills had to be made out that resulted in the delays and financial expenses.
7.5	Bonus systems for using intermodal transport	So-called "Bonus" permits for goods transport by road will be issued if the Ro-La (Rolling Highway) is used, according to bilateral agreements (not yet implemented).
7.6	Strict enforcement of road haulage regulations	Nothing to report.
7.7	Other regulatory support measures	Nothing to report.

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
8	<b>Transport operations</b>	
	8.1 Liberalize access to the rail networks	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	<b>Market monitoring</b>	
	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.
	9.3 Establish short sea shipping information offices	Nothing to report.
10	<b>Foster innovations covering all components of the transport chain</b>	Nothing to report.
11	<b>Operators in intermodal transport chains</b>	
	11.1 Promote cooperation and partnership agreements	<ul style="list-style-type: none"> <li>- In December 2007, the Government of the Republic of Serbia adopted a decision on funding of combined transport operator "Srbijakombi". "Srbijakombi" is 100 per cent owned by "Serbian Railways"(PE) and specializes in the organization of combined road-railway transport, as an expression of the need for fulfilling the cooperation between road and rail transport operators, terminal operators and freight forwarders.</li> <li>- 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 and Bulgaria. Negotiations with Hungary and Slovakia are under way. Serbia also signed a MoU on intermodal transport with Austria.</li> </ul>
	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.

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
	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 and Bar 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.

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

**SLOVAKIA**

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
1	<b>Importance of intermodal transport in national transport policy</b>	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: <ol style="list-style-type: none"> <li>1) Establish transparent and harmonized conditions for economic competition in the transport market;</li> <li>2) Secure modernisation and development of transport infrastructure;</li> <li>3) Secure adequate financing in the transport sector;</li> <li>4) Lower the negative impact of transport on the environment;</li> <li>5) Improve the quality, development and services in transport;</li> <li>6) Support research and development in transport;</li> <li>7) Manage the impact of transport globalisation.</li> </ol>
2	<b>National and international bodies</b>	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	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, inland water and intermodal transport).
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	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.

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
3	<b>Costs and prices</b>	
	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"> <li>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).</li> <li>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.</li> <li>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.</li> </ol>
	3.2 Develop cheaper and more efficient interfaces between modes of transport	Nothing to report.
4	<b>Networks, terminals and logistics centres</b>	
	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 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>

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
	4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	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.
	4.3 Take administrative measures to improve terminal access	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.
	4.4 Take administrative measures to improve terminal operations and facilities	All newly built intermodal terminals will offer only terminal services, excluding transport services according to EC Directive 1991/440/EC.
<b>5</b>	<b>Interoperability</b>	
	5.1 Ensure compatibility of railway information and signalling systems	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.
	5.2 Introduce electronic information systems	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.
	5.3 Other measures	Nothing to report.
<b>6</b>	<b>Financial and fiscal support measures</b>	
	6.1 Financial support for investments (installations, rolling stock, systems, etc.)	On the basis of decree No. 304 of 14 May 2008 of the Slovak Government, the Ministry of Transport will 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.



	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
	6.2 Financial support for operations (specific, initial operations, etc.)	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.
	6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	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.
7	<b>Regulatory support measures</b>	
	7.1 Exemption from restrictions and traffic bans	Slovakia grants exemptions from certain restrictions and traffic bans for initial and terminal haulage in combined transport operations. 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.
	7.2 Liberalization of initial and terminal hauls	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).
	7.3 Higher weight limits for road vehicles transporting intermodal loading units	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 ISO containers.
	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.

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
	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	<b>Transport operations</b>	
	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	<b>Market monitoring</b>	
	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	<b>Foster innovations covering all components of the transport chain</b>	Nothing to report.
11	<b>Operators in intermodal transport chains</b>	
	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.

	<b>OBJECTIVES AND ISSUES<sup>1</sup></b>	<b>EXPLANATIONS</b>
	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.

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