



European Commission Directorate General for Energy and Transport

Session 2: Airports, Intermodal Transport, Intelligent Transport Systems (ITS)

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Intermodal Transport, Intelligent Transport Systems (ITS)

- **Intermodal transport: a priority in EC transport policy**
 - White Paper 2001 and its Mid Term review 2006;
 - “NAIADES” Communication on Inland navigation;
 - Marco Polo Regulation;
 - Communication on logistics.





Intermodal Transport, Intelligent Transport Systems (ITS)

The aim of the Commissions policy on Intermodal Freight Transport is:

- to support the efficient « door to door » movement of goods, using two or more modes of transport, in an integrated transport chain;
- each mode of transport has its own advantages e.g. potential capacity, high levels of safety, flexibility, low energy consumption, low environmental impact;
- intermodal transport allows each mode to play its role in building transport chains which overall are more efficient, cost effective and sustainable.





Intermodal Transport, Intelligent Transport Systems (ITS)

Why?

- Road haulage is set to grow by 50% between 1998 and 2010.
- The Commission's policy, aims to limit the increase to 38%.
- To improve the performance of the alternatives to road transport - short sea shipping, rail and inland waterway.
- Actions will focus on supporting alternatives to road transport particularly for the "long haul" section of journeys.
- Reduces congestion, improves road safety and is good for the environment.





Intermodal Transport, Intelligent Transport Systems (ITS)

- **Different types of State aid for CT/ITS**
 - Construction of Infrastructure
 - Use of the infrastructure
 - Combined transport equipment
 - Combined transport material
 - Mobile assets (special and normal wagons)
 - New technologies/ITS
 - Start-up combined transport services/rolling motorways
 - Logistics
 - R&D&I
 - Short sea shipping
 - Consultancy
 - Training





Aid for construction of CT infrastructures

What kind of infrastructures?

CT terminals and in general all infrastructures directly connected to the transshipment operations.

- stacking yards and freight handling grounds, parking places, back-up facilities for rolling stock, inner and access roads as well as subways;
- access railway tracks, reloading and crane tracks, level crossings, junctions and railway traffic control equipment;
- warehouses;
- *placów składowych i przładunkowych, parkingów, zaplecza taboru, dróg wewnętrznych i dojazdowych, przejść podziemnych;*
- *torów dojazdowych, przładunkowych, torów jezdnych dla dźwignic, przejazdów kolejowych, węzłów i sprzętu sterującego ruchem kolejowym;*
- *magazynów;*





Aid for construction of CT infrastructures

- **Legal basis**: Article 87,(3),(c) of the Treaty.
- **Intensity**: Normally 50% of the investment.
- **Example**:

State aid N 160/2005 – Poland Aid scheme for the development of intermodal systems (25.1.2006)

Pomocy państwa N 160/2005 – Polska Program pomocy dla rozwoju systemów intermodalnych





Aid for use of the infrastructure + external costs avoided

What kind of aid?

- **Aid for infrastructure use**, i.e. aid granted to railway undertakings which have to pay charges for the infrastructure they use, while other undertakings providing transport services based on other modes of transport do not have to pay such charges; *Pomoc na cele korzystania z infrastruktury, czyli pomoc przyznawana przedsiębiorstwom kolejowym, które muszą ponosić wydatki związane z infrastrukturą, z której korzystają, podczas gdy przedsiębiorstwa świadczące usługi transportowe w oparciu o inne środki transportu nie podlegają takiemu obciążeniu;*
- **Aid for reducing external costs**, designed to encourage a modal shift to rail because it generates lower external costs than other modes such as road transport; *Pomoc na ograniczenie kosztów zewnętrznych, mająca zachęcać do zmiany transportu na transport kolejowy, ponieważ generuje on mniejsze koszty zewnętrzne w porównaniu z innymi typami transportu, jak np. transport drogowy;*





Aid for use of the infrastructure + external costs avoided

Eligible costs

- **Aid for infrastructure use**: the additional costs for infrastructure use paid by rail/inland navigation transport but not by a more polluting competing transport mode. *W odniesieniu do pomocy na cele korzystania z infrastruktury kolejowej, kosztami kwalifikowanymi są dodatkowe koszty użytkowania infrastruktury, ponoszone przez transport kolejowy, ale nie ponoszone przez konkurencyjną gałąź transportu, która powoduje większe zanieczyszczenia.*
- **Aid for reducing external costs**: the part of the external costs which rail transport makes it possible to avoid compared with competing transport modes. *W odniesieniu do pomocy w celu ograniczenia kosztów zewnętrznych, kosztami kwalifikowanymi jest część kosztów zewnętrznych, którą transport kolejowy pozwala zaoszczędzić w stosunku do konkurencyjnych gałęzi transportu.*





Aid for use of the infrastructure + external costs avoided

- **Legal basis:**
 - Regulation 1107/70, Article 3, (1), (b).
 - Community guidelines on State aid for railway undertakings 30.4.2008.
 - Article 73 EC (as from 3.12.2009) for CT/ inland navigation.
- **Intensity:**
 - Up to 100% of the cost of the use of the infrastructure and 30% of the total cost of combined transport.
 - Up to 50% of the eligible costs and 30% of the total cost of combined transport in case of aid for reducing external costs.





Combined transport equipment Combined transport material Specific Mobile assets for CT

- **Eligible costs**

In general: equipment specially designed for combined transport;

- Rail cranes and mobile transshipment equipment;
- Special vehicles and containers for combined transport (e.g. driverless transport systems, terminal tractors, ACTS vehicles); locomotives for traction or shunting, wagons for accompanied and unaccompanied combined transport, tank wagons for dangerous goods, IUR/CEN swap bodies, gantry cranes semi-trailers, swap bodies...
- ISO containers and maritime containers are not eligible for support.





Combined transport equipment
Combined transport material
Specific Mobile assets for CT

- **Legal basis:**
 - Article 87, (3), (c) of EC Treaty.
 - Possibly, Article 73 EC Treaty after 3.12.2009
- **Intensity:**
 - Normally 30% of the eligible costs.





New technologies e-Freight and Intelligent Transport Systems (ITS)

What kind of aid?

- Advanced information and communication technologies (ICT) can greatly contribute towards co-modality by improving infrastructure, traffic and fleet management, facilitating a better tracking and tracing of goods across the transport networks and better connecting businesses and administrations. (COMMUNICATION FROM THE COMMISSION Freight Transport Logistics Action Plan COM(2007) 607 18.10.2007).
- *Zaawansowane technologie teleinformatyczne mogą w istotny sposób przyczynić się do wzmocnienia współmodalności transportu poprzez poprawę zarządzania infrastrukturą, ruchem i taborami, usprawnienie systemu identyfikacji i śledzenia przesyłek na obszarze działania sieci transportowych oraz lepszą komunikację przedsiębiorstw z administracją publiczną. (KOMUNIKAT KOMISJI Plan działań na rzecz logistyki transportu towarowego, KOM(2007) 607, 18.10.2007)*





New technologies e-Freight and Intelligent Transport Systems (ITS)

Importance of ITS

- Electronic information and communication systems are crucial for the success of combined transport.
- A combined transport operation would have to track the container and possibly the rail wagon easily.
- Through electronic communication within the combined transport chain, the efficiency and reliability of combined transport can be considerably increased and will make combined transport more attractive vis-à-vis road.
- Therefore, investment aid for information systems in combined transport terminals is in the common interest.





New technologies e-Freight and Intelligent Transport Systems (ITS)

- **Legal basis for compatibility:**
 - Article 87,(3), (c) of EC Treaty.
- **Intensity:**
 - Normally 30% of the eligible costs.





Start-up combined transport services/rolling motorways

What kind of aid?

- to reduce the economic risks immediately associated with the operation of a new combined transport service;
- encourage operators to invest in such services.

Legal basis for compatibility:

- Article 87,(3),(c) of EC Treaty.





Start-up combined transport services/rolling motorways

Conditions for compatibility

- To start new routes or increase frequencies;
- Evidence concerning the future economic viability of the service without the public subsidies;
- Maximum start-up period of three years;
- Real reduction in road traffic;
- Improvement in the efficiency of intermodal transport;
- Intensity: a maximum of 30% of the operating costs of the new transport service;
- No distortion of competition with other CT services rail, inland navigation or short sea shipping.





Training aid

- **Objective:** The staff of the combined transport service providers has to be properly trained to use the increasingly sophisticated technology used in the sector.
- **Legal basis for compatibility** Commission Regulation (EC) No 68/2001 on the application of Articles 87 and 88 of the EC Treaty on training aid.
- **Intensities**
 - *General training* 50% large enterprises 70% Medium and small enterprises.
 - *Specific training* 25% large enterprises 35% Medium and small enterprises.





Consultancy feasibility studies

What kind of aid?

- to improve their business performance and in order to increase viability, but also to execute the construction and adaptation of terminals and the installation of transshipment facilities;
- encourages operators to carefully plan and execute actions benefiting combined transport;
- Operators may not conduct such planning without the State aid;
- This type of aid does not directly affect competition and trade.

Legal basis for compatibility: 87,(3),(c), Regulation n° 70/2001 SME + Environnemental guidelines by analogy.

Intensity Normally 50%





R&D&I in freight transport

Legal basis for compatibility until 3.12.2009

Regulation 1107/70

- Research and development of transport systems and technologies more economic for the Community in general;
- Such aid shall be restricted to the research and development stage and may not cover the commercial exploitation of such transport systems and technologies;





R&D&I in freight transport

- **Legal basis for compatibility from 3.12.2009**
 - Community framework for State aid for research and development and innovation.





Intermodal Transport, Intelligent Transport Systems (ITS)

Thank you for your attention!

