

Financial subsidies on Austrian national level

Support measures for combined transport in Austria

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Subsidy programme for innovation in combined transport

The „Innovation Programme for combined transport“ (“Innovationsprogramm Kombiniertes Güterverkehr“) includes essential measures to financially subsidise combined transport in Austria. The programme extends over the period 2015–2020. The main features of this programme include:

Objective

The main goal is to develop the combined transport sector in order to stimulate a modal shift from road to more environmentally friendly modes of transport and reduce the growth of road transport.

Duration of support programme

1st January 2015 – 31st December 2020

Subject of funding

The funding is intended to support investments into facilities and systems as well as mobile equipment specifically required for the transportation or handling of goods in combined transport. This applies to all forms of combined transport, implying any combination of roads, railways and waterways/ships.

Parties entitled to submit an application

All natural and legal persons as well as private businesses (partnerships) under civil and commercial law that have a branch/subsidiary in Austria are eligible to apply. Legally independent businesses owned by a regional or local authority are generally eligible for

funding. Applications by railway operators are only eligible for funding if they have a high innovation component.

Projects eligible for funding

- Equipment, in particular shipping/land containers as well as special vehicles/containers (including swap-bodies) for combined transport
- Innovative technologies and systems to improve services for combined transport
- Feasibility studies to support the introduction/launch of ne/innovative equipment, technologies and market strategies (i.e. new routes, increase in supply, etc.) as well as external costs for staff training for new computer systems or techniques.

Expected Results

The aim is to achieve better cooperation between the different modes of transport (road, railway and waterway/ships) as well as an optimisation of the flow of traffic. This should help relieve some of the strain on Austrian road networks of heavy goods vehicles, reduce CO₂ emissions and increase road safety.

Scope

The level of support is determined according to the expected reduction in traffic congestion. Support for physical investments extends to a maximum of 30% of the admissible costs, whereas support for feasibility studies and targeted staff training extends to a maximum of 50%.

Maximum funding per project: 800,000 Euro

Defined minimum threshold: 8,000 Euro

Scale of funding

Total funding amounts to approximately 3 million Euro per year

The principal contact at the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology is the department III/I 4 – Mobility and Transport Technologies. The programme is managed by the Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (SCHIG mbH).

Further details (in German) can be found at:

bmk.gv.at/themen/innovation/schwerpunkte/mobilitaet/kgv.html

Railway infrastructure financing

The Federal Railway Act ([Bundesbahngesetz 1992, BGBl. No. 825/1992, as last amended by BGBl. I No. 60/2018](#)) assigns the task of planning and constructing rail infrastructure and related projects to the ÖBB-Infrastruktur AG. The ÖBB-Infrastruktur AG is also responsible for the financing of the tasks assigned to it ([BGBl. No. 825/1992, § 42](#)), but receives a financial contribution for the operation and provision of the rail infrastructure as long as the revenues under prevailing market conditions do not cover the expenses, even if used sparingly.

According to the Railway Act ([Eisenbahngesetz 1957, BGBl. No. 60/1957, §§ 69 and 70, as last amended by BGBl. I No. 60/2019](#)), the person entitled to access the railway infrastructure must pay a fixed user fee and other charges to the railway infrastructure company for access to the railway infrastructure. The amount of such fixed usage fees and other charges is subject to the approval of the Federal Minister for Climate Action, Environment, Energy, Mobility, Innovation and Technology ([BGBl. No. 825/1992, §46](#)).

Railway infrastructure financing also includes the infrastructure for combined transport terminals. In accordance with the Railway Act ([Eisenbahngesetz](#)), these terminals (publicly financed with regard to the rail infrastructure financing) must in any case be open to third parties ([BGBl. No. 60/1957, §§ 56-62b, in particular § 58](#)).

Subsidy programme for the support of siding and intermodal terminals

January 2018 – December 2022

Within the context of the new revised infrastructure subsidy programme for the support of siding and intermodal terminals in Austria, the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (formerly Federal Ministry for Transport, Innovation and Technology) decided to bundle existing measures into a single directive. The directive got approval from the Commission of the European Union in September 2017 and cover the perios from 1st January to 31st December 2022.

Thus, in keeping with the present guideline and the available funds, the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology grants subsidies for the construction and expansion of siding facilities as well as transshipment facilities in intermodal transport, so as to improve access to rail and inland waterway systems.

Financial support for compensable investment costs for the construction and expansion of terminal facilities are arranged in the form of grants or annuities. Within the limits of the available budget resources, the grant/annuity can be up to a maximum of 50% for a minimum operating period of 11 years, up to a maximum of 30% for a minimum operating period of 7 years and up to a maximum of 20% for a minimum operating period of 5 years.

The principal contact at the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology is the department II/Infra 4 – Integrated Transport Management. The programme is managed by the Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (SCHIGmbH).

Further details (in German) can be found at:

bmk.gv.at/themen/eisenbahn/foerderungen/anschlussbahnen.html

Financial support for operations in combined transport

The subsidy programme “Schienengüterverkehr 2018-2022” (rail freight transport 2018-2022) supports the provision of certain forms of rail freight services in Austria. In order to ensure a market-adequate and high-quality supply in combined transport as well as single wagonload transport, this subsidy programme particularly supports those forms of rail freight services that have already provided a large share of environmentally friendly options in Austria.

These subsidies aim at supporting the following forms of rail freight services:

- Single wagonload (SWL)
- Unaccompanied combined transport (UCT)
- Rolling road (RoLa)

Financial support is granted based on annual, previously agreed contracts between the Federal Government and the railway undertaking (RUs). In the case of UCT, the aid is granted per consignment, with subsidy rates graded according to the type of transport (national, bilateral, transit), container size and weight, and the distance travelled on the rail network in Austria. In the case of the RoLa, the subsidy is granted per truck transported, where the rate depends on the RoLa route.

The new subsidy scheme entered into force on 1st January 2018 and expires on 31st December 2022.

The principal contact at the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology is the department II/Infra 1 – Infrastructure Financing – Economic Railway Affairs. The programme is managed by the Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (SCHIGmbH).

Further details (in German) can be found at:

bmk.gv.at/themen/eisenbahn/foerderungen/sgv.html

**Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and
Technology**

Radetzkystraße 2, 1030 Vienna

+43 (0) 800 21 53 59

ii5@bmk.gv.at

[bmk.gv.at](https://www.bmk.gv.at)