



Interreg



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Danube Transnational Programme

DAPhNE

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State-aid schemes for funding investments
in ports (public funding)

Work Package 3

Activity 3.3 State-aid schemes for funding investments in ports

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1 Scope of the document

The objective of work package 3 of DAPhNE Project is to adopt a joint harmonized approach in regards to legal port issues in order to apply the Same River, Same Rules principle. In the long run, this will secure a balanced development of Danube ports as buzzing economic centers. To this end, the representatives from the private and public port sector all along the Danube (RO, HR & BG Ministries of Transport, port administrations and port associations) join forces to investigate the issues regarding port legislation & public funding.

The scope of the document is to identify the role of public funding in relation *to inland cargo port investments in the Danube region*. Thus, development of maritime ports, river ports other than Danube, as well as port developments financed solely by private entities are not the scope of the project. If a port is both maritime and inland cargo port, the activities shall be split between the inland and maritime port functions in this document.

1.1 General terms

1.1.1 State aid and non-state aid

In principle based on Article 107 (1) of the Treaty on the Functioning of the European Union (TFEU), any aid granted by a Member State or through state resources in any form is generally prohibited. The reason of the prohibition is that state aid distorts or threatens to distort competition in the internal market. Favouring certain undertakings or the production of certain goods through state funds that can be either direct i.e. grants provided or indirect, e.g. exemptions from any payment obligations to the state budget is deemed to have an adverse effect on the trade between Member States.

A measure shall be considered as state aid if involving all the following attributes:

- transfer of state resources;
- economic advantage: the aid reduces the costs normally borne in the budgets of the beneficiary undertakings;
- selectivity: the aid favors certain undertakings or the production of certain goods;
- distortion of competition, and
- affect on trade between the Member States.

Transfer of state resources means the use of funds belonging to, or being controlled by and imputed to public authorities. The form in which this transfer takes place is irrelevant from state aid perspective.

The private investor test is to assess whether there is an economic advantage involved for the beneficiary. This means that the economic advantage shall be established if the state did not act in the same way as a private investor would have acted.

Where aid benefits only products which are not subject to inter-state trade or where trade is affected only at a purely national level, the measure will not fall within the scope of prohibited state aid. This does not mean that only measures relating to exports or imports from a Member State to another are affected by Article 107 (1) TFEU. It may be that several

circumstances in which aid is granted will lead to affecting the trade between Member States. When for instance aid strengthens the position of an undertaking compared with others competing in intra-Union trade, the latter shall be affected by the aid even if the beneficiary itself is not involved directly in exporting or importing goods.¹

Despite the general prohibition of State aid, in some circumstances government interventions are necessary for a well-functioning and equitable economy. Certainly, there are exemptions from the principle of state aid prohibition. First there are exemptions where the aid shall be considered to be compatible with the internal market and thus involving no competition distortions. Then there are aid measures that, under certain conditions, might be compatible with the approach of the internal market.

The measures qualified as compatible by the TFEU are of a social and reparative nature, i.e. (1) social aid, granted to individual consumers, provided that such aid is granted without discrimination related to the origin of the products concerned; (2) aid to restore damages caused by natural disasters or exceptional occurrences; (3) aid granted to the economy of certain areas of the Federal Republic of Germany affected by the division of Germany.

The following may be considered to be compatible with the internal market:

- aid to promote the economic development of the seriously underdeveloped areas;
- aid to promote the execution of an important project of common European interest or to remedy a serious disturbance in the economy of a Member State;
- aid to facilitate the development of certain economic activities or of certain economic areas, where such aid does not adversely affect trading conditions to an extent contrary to the common interest;
- aid to promote culture and heritage conservation where such aid does not affect trading conditions and competition.

Apart from the above, other categories of aid may be specified and deemed compatible by decision of the Council.

1.1.2 Port and port infrastructure²

Port

'Port' means an area of land and water made up of such infrastructure and equipment, so as to permit the reception of waterborne vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators in the port.

¹ Case 730/79 Philip Morris v Commission [1980] ECR 2671

² Definitions are taken from the Commission Regulation (EU) 2017/1084 of 14 June 2017 amending Regulation (EU) No 651/2014 as regards aid for port and airport infrastructure, notification thresholds for aid for culture and heritage conservation and for aid for sport and multifunctional recreational infrastructures, and regional operating aid schemes for outermost regions and amending Regulation (EU) No 702/2014 as regards the calculation of eligible costs

Maritime port

'Maritime port' means a port for, principally, the reception of sea-going vessels.

Inland port

'Inland port' means a port other than a maritime port, for the reception of inland waterway vessels.

Port infrastructure

'Port infrastructure' means infrastructure and facilities for the provision of transport related port services, for example berths used for the mooring of ships, quay walls, jetties and floating pontoon ramps in tidal areas, internal basins, backfills and land reclamation, alternative fuel infrastructure and infrastructure for the collection of ship-generated waste and cargo residues.

1.1.3 Specific terms and types of public funding

The importance of public funding in port development varies from country to country and as well as the relevant public aid scheme.

In order to analyze the public funding practice of the Danube Region countries, it is necessary to clarify the key concepts and definitions of public funding. The common understanding of the following terms is very important to fill in the attached Excel-sheet with information on public granted port developments.

Individual aid

'Individual aid' means:

- (i) ad hoc aid; and
- (ii) awards of aid to individual beneficiaries on the basis of an aid scheme.³

Aid scheme

"Aid scheme" means any act on the basis of which, without further implementing measures being required, individual aid awards may be made to undertakings defined within the act in a general and abstract manner and any act on the basis of which aid which is not linked to a specific project may be granted to one or several undertakings for an indefinite period of time and/or for an indefinite amount⁴.

Aid intensity

"Aid intensity" means the aid amount expressed as a percentage of the eligible costs.

Aid category

'State aid' and 'non-state aid' categories according to Article 107 (1) TFEU, (e.g. de minimis or aid for local infrastructures⁵)

³ Definition of the article 2 (14) of Commission regulation (EU) No 651/2014 (GBER regulation)

⁴ Definition of the article 2 (15) of Commission regulation (EU) No 651/2014 (GBER regulation)

⁵ Aid categories are detailed in Commission Regulation No 651/2014

2 Overall presentation of Danube Ports in Austria

2.1 General information of Danube ports

Taking in consideration the Austrian definition of a port⁶, Austria has seven cargo ports along the Danube. These ports comply with the definition of port provided in the present document (section 1.1.2). They are listed in the table below with general information. Complementary information about these ports is available in annex 1 (capacity of the container terminals, cargo types handled, handling facilities and devices, etc.).

Table 1: Austrian ports according to the Austrian law (cargo ports)

PORTS	Linz AG (commercial port and oil port)	Enns / Ennsdorf	Krems	Vienna	Linz / voestalpine	Linz / Felbermayr (Heavy-load port Linz)	Ybbs
Location (km)	2128.19 (Right bank)	2111.83 (Right bank)	1998 (Left bank)	1920 (Right bank)	2127.16 (Right bank)	2124.73 (Right bank)	2057.67 (Right bank)
Total area	1.350.000 m ²	3.530.000 m ²	483.581 m ²	3.000.000 m ²	168.000 m ²	220.000 m ²	60.000 m ²
Bi-/Tri-modal hub	Trimodal	Trimodal	Trimodal	Trimodal	Trimodal	Trimodal	Trimodal
Port owner	Linz Service GmbH (owned by Linz AG [owned by the city of Linz])	Ennshafen OÖ GmbH & Ennshafen NÖ GmbH (respectively owned by the Regional Governments of the States Upper/Lower Austria)	City of Krems	Wiener Hafen, GmbH & Co KG (owned mainly by Wien Holding which is owned by the city of Vienna)	voestalpine Stahl Linz GmbH	Felbermayr Transport- und Hebetchnik GmbH & Co KG	Schaufler GmbH
Port administration ⁷ ("Hafenverwaltung" Art.58 (2) Navigation Law)	Linz Service GmbH	Ennshafen OÖ GmbH and Ennshafen NÖ GmbH	Rhenus Donauhafen Krems GmbH & Co. KG	Wiener Hafen, GmbH & Co KG	Logistik Service GmbH	Felbermayr Transport- und Hebetchnik GmbH & Co KG	Schaufler GmbH
Majority of ownership	Public	Public	Public	Public	Private	Private	Private
Public/private port according to Austrian law ⁸	Public port	Public port	Public port	Public port	Private port	Private port	Private port

Sources: PDI based on data from viadonau and Ministry for Transport, Innovation and Technology (bmvit)

⁶ In Austria, a port is considered to be a "facility for navigation, consisting of at least one basin and equipped for purposes of mooring of vessels, transshipment of goods, supply of provisions or protection" (Austrian Federal Navigation Law (*Schiffahrtsgesetz*), § 2 No. 20).

⁷ Concerning the terminology sometimes employed, a philosophy used in Austria considers the entity in charge of the administration of the port as the "port operator". Another philosophy, more used in Germany, considers the "port operator" as a provider of logistics services.

⁸ According to the Austrian Federal Navigation Law (§ 32), public ports "may be used by all craft and assemblies of floating material", and private ports (non-public ports) "may be used in accordance with the decision of the person entitled to dispose of the port facilities while respecting the regulations issued in accordance with this part".

Considering the definition of “port” provided in the present document (section 1.1.2), and in order to give complete information, the Austrian transshipment sites can also be considered as ports. These transshipment points are not considered as ports according to the Austrian legal framework, as they do not have a port basin. Austria has several transshipment sites along the Danube. They are listed with general information in annex 2. Much less information can be provided about them.

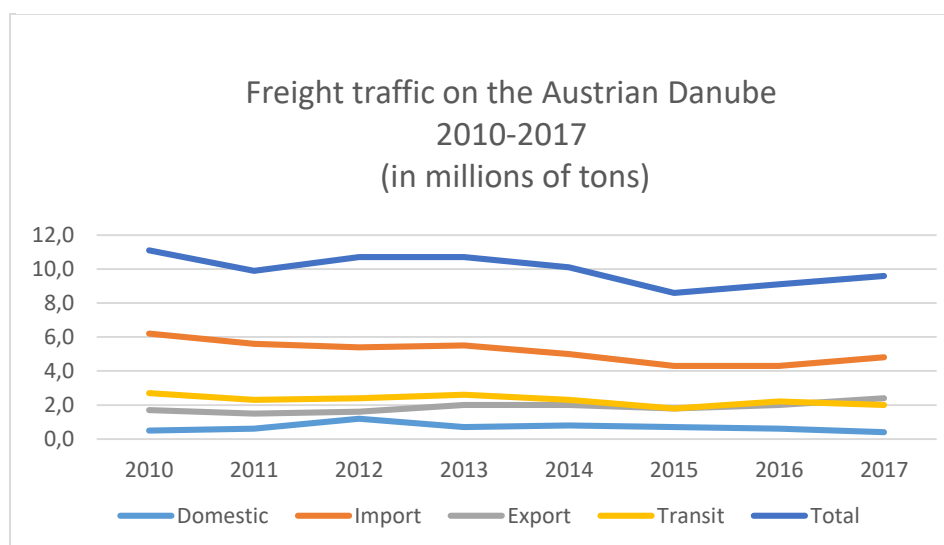
According to the last available figures for the **modal split of waterborne transport** in Austria:

- for the cross-border freight traffic in the Austrian Danube corridor, the modal split of waterborne transport was 10% in 2016 (source: viadonau),
- for freight traffic in Austria in general, the modal split of waterborne transport was 1,4 % in 2016 (source: Statistics Austria).

2.2 Waterborne freight statistics 2010-2017

The diagram below illustrates tendencies and changes for the transportation of goods on the Austrian Danube for the years 2010-2017.

Figure 1: Freight traffic on the Austrian Danube 2010-2017 (in millions of tons)



Sources: Statistics Austria, viadonau

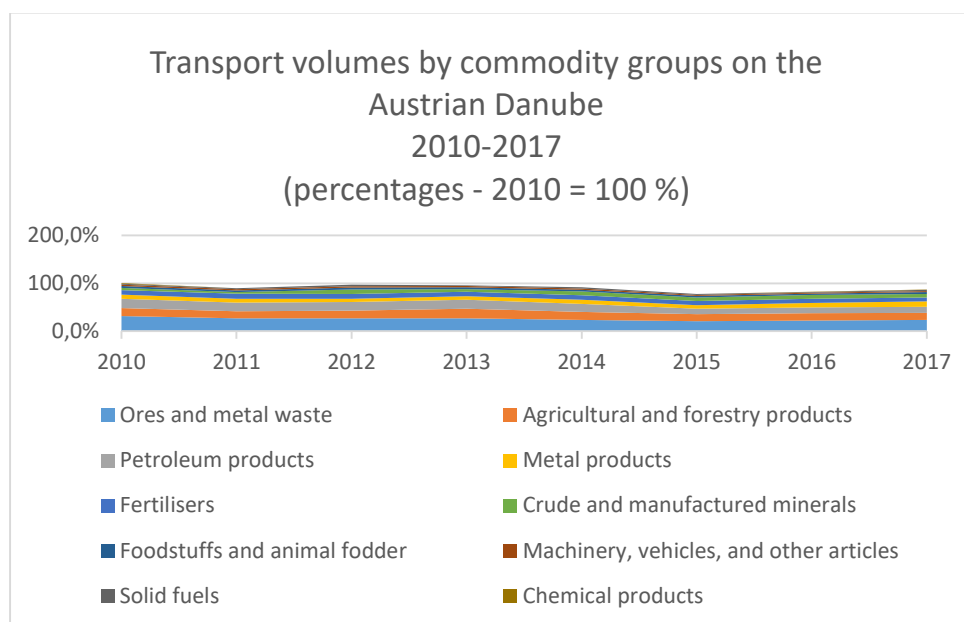
The statistics dealing with the transportation of goods in general are divided into the following categories in Austria: Import, Export, Transit, Domestic, Total⁹. The years 2011, 2014 and 2015 were marked by periods of low water. In 2016 and 2017, the transport

⁹ Statistics Austria, the authority responsible for the statistics in Austria, uses these categories which are also used by viadonau. “Import” is a reference to international goods receipt, goods loaded abroad and inland uploaded. “Export” refers to international goods dispatch, goods in inland loaded and abroad uploaded. “Transit” corresponds to goods loaded and uploaded abroad. The figures for transit are extrapolated. “Domestic” concerns inland transport, goods loaded and unloaded in Austria.

volumes increased most probably due to a combination of improved fairway conditions and an overall better economic climate.

The diagram below illustrates tendencies and changes for the transport volumes by commodity groups on the Austrian Danube for the years 2010-2017 (Classification of commodities by NST/R - Standard Goods Classification for Transport Statistics/Revised).

Figure 2: Transport volumes by commodity groups on the Austrian Danube 2010-2017 (percentages)



Sources: PDI based on data from Statistics Austria and viadonau

In 2013, the “Agricultural and forestry products” reached the highest evaluated value ever registered. In 2015, there was a decrease in volumes transported across all commodity groups. The 3 **dominant sectors** in the freight traffic volume for the period 2010-2017 were:

- “Ores and metal waste” (first place),
- “Agricultural and forestry products” (second or third place),
- “Petroleum products” (second or third place).

2.3 Development of ports 2010-2017

2.3.1 Objective of port developments

In general, the objectives governing the port developments in the last 8 years focused on improving trimodal connections with intermodal terminals to ensure the optimal combination of road, rail and waterway transport, as well as moving port services and communications towards information society. Some of the Austrian ports put significant effort in developing ports into economic activities parks. The main objective is to have efficient European logistics hubs.

2.3.2 Port development expenditures

Preliminary observations:

- Referring to the considerations on transshipment sites in Section 2.1, the present overview is limited to the **ports defined as such by the Austrian law** (Linz AG, Enns/Ennsdorf, Krems, Vienna, Linz/voestalpine, Linz/Felbermayr, Ybbs).
- Due to the large scope of this section, the gathering of information about port development expenditures was focused on the companies responsible for the port administration of the ports mentioned above. A questionnaire taking over the requested information was sent to these companies. The companies of the **ports of Enns Upper Austria/Lower Austria, of Krems, of Vienna and of Linz/Felbermayr** provided an answer to it¹⁰. This data is presented below.
- As mentioned in the Chapter 1 of the present report, the **port developments financed solely by private entities are not the scope of the project**. Consequently, the company responsible for the port administration of the port of Linz/Felbermayr, which did not receive any public contribution in the period 2010-2017, was excluded from the following analysis.

The data available on port investments between 2010-2017 (including modernisation, purchase of equipment, IT and the development of services) are indicated in the following table.

Table 2: Port investments of companies responsible for the port administration for 2010-2017

Companies responsible for the port administration	Port investments between 2010-2017
Ennshafen OÖ GmbH (for the port of Enns Upper Austria)	(approximately) 10.000.000 € ¹¹
Ennshafen NÖ GmbH (for the port of Enns Lower Austria)	2.500.000 € ¹²
Rhenus Donauhafen Krems GmbH & Co. KG (for the port of Krems)	n.a.
Wiener Hafen, GmbH & Co KG (for the port of Vienna)	186.000.000 €

For 2010-2017, the **funding sources** of the companies responsible for the port administration for the port developments were:

- EU funding (port of Enns Lower Austria, port of Vienna),
- National public funding (ports of Enns Upper Austria/Lower Austria, port of Krems, port of Vienna),
- Regional public funding (ports of Enns Upper Austria/Lower Austria, port of Vienna),
- Own resources (port of Enns Upper Austria/Lower Austria, port of Krems, port of Vienna).

¹⁰ The completed questionnaires are available under the annex 3.

¹¹ Only investments of the port company, no figures of private service providers

¹² Only investments of the port company, no figures of private service providers

The following **beneficiaries of public funds** were identified for 2010-2017 (indicative list):

- Ennshafen OÖ GmbH/NÖ GmbH,
- Rhenus Donauhafen Krems GmbH & Co. KG,
- Wiener Hafen, GmbH & Co KG,
- Containerterminal Enns GmbH,
- Some private companies located in the area of the port of Enns Lower Austria which invested in special transshipment solutions.

3 Public funded investments in inland cargo ports of the Danube Region

3.1 Introduction of public funded investments

The aid schemes and individual aids (in the sense of ad hoc aids) on port developments which have been launched since 1st January 2012 are listed in the Annex 4. The following information is extracted from this annex.

Table 3: Aid schemes and individual aids on port developments launched since 1st January 2012

Name of the Aid scheme/ Individual Aid	Individual Aid or Aid scheme	Beneficiary	Selection procedure	Total investment (EUR)
Intermodal Transfer Guidelines (01.07.2006-30.06.2012) (N196/2006)	Aid scheme	Individual enterprises / private companies and corporations with a registered office in Austria	Thematic calls/ permanent submission <i>(description in section 3.2.1)</i>	EUR 15 million budget
Programme for supporting the development of connecting railways and transfer terminals (01.01.2013-31.12.2017) (SA.34985)	Aid scheme	Individual enterprises / private companies and corporations with a registered office in Austria	Thematic calls/ permanent submission <i>(description in section 3.2.1)</i>	EUR 114 million budget
Programme supporting the development of connecting railways and transfer terminals in intermodal transport (01.01.2018-31.12.2022) (SA.48485)	Aid scheme	Any private EU entity providing freight transport services and having at least one operational establishment registered in Austria	Permanent submission <i>(description in section 3.2.1)</i>	EUR 50 million budget

<p>Special Guidelines for the Programme of Aid for Innovative Combined Transport (01.01.2009-31.12.2014)</p> <p>(N415/2008)</p>	<p>Aid scheme</p>	<p>Transport companies (transshipment and logistic companies, forwarding agents, port-operators, shipping and railway companies). All EU companies having registered offices, agencies, branches or subsidiaries in Austria.</p>	<p>3 open calls per year</p> <p><i>(description in section 3.2.2)</i></p>	<p>EUR 24 million budget</p>
<p>Special Guidelines for the Programme of Aid for Innovative Combined Transport (01.01.2015-31.12.2020)</p> <p>(SA.41100)</p>	<p>Aid scheme</p>	<p>Transport undertakings, as transshipment and logistic companies, forwarding agents, port-operators, shipping and railway companies. All EU companies having registered offices, agencies, branches or subsidiaries in Austria.</p>	<p>3 open calls per year</p> <p><i>(description in section 3.2.2)</i></p>	<p>EUR 18 million budget</p>
<p>ERP Transport Programme (01.01.2012-31.12.2016)</p> <p>(SA.33669)</p>	<p>Aid scheme</p>	<p>Transport businesses with a registered office or establishment in Austria - includes all types of business (natural and legal entities, and private companies under Austrian civil and commercial law) and establishments that can prove that they are economically active in Austria (registered office, branch office, agency or fixed establishment there, being no legal definition of some of these concepts).</p>	<p>Permanent submission</p> <p><i>(description in section 3.2.3)</i></p>	<p>EUR 25 million budget</p>
<p>ERP Transport Programme (as of 01.01.2017)</p> <p><i>(de minimis)</i></p>	<p>Aid scheme</p>	<p>Companies with registered office or establishment in Austria</p>	<p>Permanent submission</p> <p><i>(description in section 3.2.3)</i></p>	<p>EUR 0,8 Mio spent for 2017</p>

3.2 Selection procedure

The selection procedures of the state aid schemes presented in the Annex 4 are described in the sections 3.2.1, 3.2.2 and 3.2.3. The procedures described refer to the current programmes.

3.2.1 Selection procedure for the Intermodal transfer guidelines/Programme supporting the development of connecting railways and transfer terminals

Processing

- In order to apply to the state aid scheme, an application can be submitted on an **ongoing basis throughout the year** at the Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (SCHIG mbH) as managing body for the bmvit. The applicant has to submit in paper form and in electronic form the application form and its annexes.
- At a first step, the formal correctness and completeness of the submissions is verified by the managing body. The technical assessment is then carried out by the independent advisory board instituted by the bmvit. In the framework of the meetings of the advisory board, each project application is discussed and the awarding of funds is decided. This procedure happens 3 times a year for the jury.
- All applicant companies are informed by SCHIG mbH about the results. The funding approval needs written acceptance of the applicant within two months. The grant contract is established. The applicant has to sign it within six months.

Until 2013, the applications could also be submitted during time-limited calls (“thematic calls”) at the SCHIG mbH as managing body for the Climate and Energy Fund. The formal correctness and completeness of the submissions and the technical assessment were also carried out. The result of the jury was transmitted to the Presidium of the Climate and Energy Fund, which decided to award the funds.

Selection criteria (concerning the transfer terminals)

The aid applicant must in all cases be in sound financial condition and, with the submission of its application for aid, must explicitly consent to undergo an accountancy control according to the Guidelines. For this purpose, the aid applicant shall submit all necessary documentation.

The aid applicant shall satisfy the **following prerequisites related to the financing** of the project:

- On submission of its application, the aid applicant must have exhausted all financing options at its disposal under market conditions. The resulting debt ratio should be assessed with regard to the proportionality, reasonableness and burden capability in the light of the overall project parameters in terms of implementation and operation.
- Aid shall only be permissible where the realisation of the project would not be possible without funding from government sources or not possible to the extent envisaged or not possible until a much later date, and the proportionality, reasonableness and burden capability in the light of the overall project parameters is ensured.
- The overall financing of the project to be awarded aid must be assured in all cases.

The **evaluation criteria for project selection** are based on the following elements:

- Priority shall be given to small and medium enterprises (preference especially when financial resources are tight);
- The applicant's engagement on modal shift shall be taken into account (the higher the better);
- Aid shall only be permissible where the realisation of the project would not be possible without funding from government sources or not possible to the envisaged extent or not possible until a much later date;
- Respect of planning acts and environmental legislation shall be taken into account;
- The competence of the applicant in the transport sector and especially in combined transport;
- The transport policy relevance of the project: Austrian transport policy, which has the promotion of intermodal transport as one of its priority tasks, underlies all efforts to promote transshipment facilities and railway siding efforts. Therefore, the project must be in alignment with this transport policy and the operational tasks;
- Business plan and turnover plan etc. showing well thought-out and realistic business models with realistic estimates.

A fundamental prerequisite for applications is the submission of a declaration ensuring a non-discriminatory operation of the installation in all cases.

A prerequisite for aid shall be evidence documenting the operating efficiency of the systems and installations according to the stipulations of Annex 1 of the Intermodal Transfer Guidelines.

3.2.2 Selection procedure for the Programme of Aid for Innovative Combined Transport

Processing

- Open tendering procedure: **3 open calls are organized per year**. The application is to address via a form directly to the aws (Austria Wirtschaftsservice). For example, the dates were the following for 2017:
 - 28th April 2017: End of the submission period for the first period,
 - June 2017: Assessment and evaluation of projects,
 - 31st August 2017: End of the submission period for the second period,
 - October 2017: Assessment and evaluation of projects,
 - 29th December 2017: End of the submission period for the third period,
 - February 2018: Assessment and evaluation of projects.
- The evaluation of the projects by the appraisal commission takes place 3 times a year. The appraisal commission consists of representatives of the Austrian Federal Ministry for Transport, Innovation and Technology (bmvit), the Austrian Chamber of commerce, the Austrian Chamber of Labour and the university research. The evaluation includes a technical and transport policy assessment of the applications. The objective of this evaluation is to make a recommendation to the bmvit.

The programme administration and the economic evaluation of the projects are carried out by the ERP-Fonds (Austria Wirtschaftsservice) until the accounting.

Selection criteria

Projects are **selected taking into account**:

- the degree of innovation of the measure;
- the achievable modal shift including the reduction of carbon dioxide;
- the type of goods to be modally shifted (particularly dangerous goods).

The **assessment of the project** is based on the following documents:

- annual accounts for the last three years;
- business forecasts;
- project description;
- project cost breakdown;
- financing plan;
- description of the economic impact of the project (profitability, capacity utilization forecast, etc.);
- description of the impact regarding competitiveness of combined transport vis-à-vis competing services, on the environment, reduction in traffic and safety;

- forecast modal shift in tonnes, tonne-kilometres, consignments and loading units (in each case broken down into main section and road section of journeys); time series over the last three years, ratio to annual and planned transport volumes.

The **additional following conditions** apply to the projects:

- The aid recipient must be in a good financial position.
- The project will only receive aid if it cannot be carried out on the required scale without state aid and/or the aid represents a major incentive to expedite the implementation of the project.
- The total funding, taking into account the state aid according to the guidelines, must be secured.
- The profitability of the project according to general commercial principles must be guaranteed.
- The planned measure may not lead to unacceptable distortions of competition between the transport modes or terminals not linked by road.
- A project under the Guidelines may only receive aid once.

3.2.3 Selection procedure for the ERP Transport Programme

Processing

- An application for an aws erp-loan can be submitted **at any time** at an aws ERP-trust bank. In order that the processing of the application can be started, an application for funding including all the necessary documents has to be submitted. Funding applications have to be submitted before the start of the project.
- Aws erp-loans of the transport sector are decided in the regular meetings of the respective specialised commission.

Selection criteria

The following general provisions apply to the aws erp-Programme.

In the framework of the evaluation of the economic value of a project, the following **assessment dimensions** are used:

- Innovation;
- Growth/employment;
- Environmental relevance;
- Social impacts (diversity).

The highest rating rewards a project having a high impulse for a sustainable company growth and employment, as well as a high innovation content. Particular consideration is given to positive impacts with regard to efficiency of energy and resources as well as sustainability effects.

Annexes

Annex 1 – Complementary information about the Austrian ports defined as such in the Austrian legal framework (cargo ports)

Table 4: Information about the Austrian ports defined as such in the Austrian legal framework

PORTS	Linz AG	Enns / Ennsdorf	Krems	Vienna	Linz / voestalpine	Linz / Felbermayr	Ybbs
Operation structure / Port management	Publicly owned limited company (GmbH)	Cooperation of publicly owned limited companies (GmbH) ¹³	Private Public Partnership-model ¹⁴	Publicly owned limited company (GmbH & Co KG) ¹⁵	Privately owned limited company (GmbH)	Privately owned limited company (GmbH & Co KG)	Privately owned limited company (GmbH)
Container Terminals							
Number of terminals	1	1	1	1	x	x	x
Container storage yard [TEU]	5 000	8 000	10 000	7 000	x	x	x
Cargo types handled in the port							
Dry bulk	✓	✓	✓	✓	✓	✓	✓
Container	✓	✓	✓	✓	x	✓	✓
Break bulk	✓	✓	✓	✓	✓	x	✓
High & heavy cargo	x	✓	✓	✓	x	x	x
Petroleum products refined	✓	✓	x	✓	x	x	x
RoRo cargo	✓	✓	x	✓	x	✓	x
Liquid bulk	x	✓	x	✓	x	x	x
Crude oil	x	x	x	✓	x	x	x
Moisture sensible break bulk	x	✓	x	x	x	x	x
Handling facilities and devices							
Ro/Ro-ramp	✓	✓	x	✓	x	✓	x
Covered water transshipment	x	✓	x	✓	✓	✓	x
Conveyor belt	x	✓	✓	✓	x	x	x

¹³ *Ennshafen OÖ GmbH* and *Ennshafen NÖ GmbH* carry out the development and operation of the infrastructure.

¹⁴ The city of Krems and *Hafen-und Industriebahn GmbH* (owned by the city of Krems) invest in infrastructure (quay walls, rail tracks, gantry cranes), *Rhenus* operates the port and invests in storage halls and logistics equipment. The city of Krems is owner of the public port facilities and of the major part of the area of the port.

¹⁵ *Wiener Hafen* owns the port facilities (land, buildings and quays) and runs the port operations, including infrastructure, in the fields of Freudenu, Albern and Lobau ports.

Pneumatic equipment	x	√	x	x	x	x	x
Luffing/Slewing crane	x	x	1	x	x	x	x
Gantry crane(s)	2	5	2	3	8	2	1
Mobile crane(s)	1	5	2	1	1	300	10
Storage facilities							
Open storage area	√	√	√	√	√	√	x
Covered storage area	√	√	√	√	√	√	x
Storage of dangerous cargo	√	√	x	x	√	x	x
Customs warehouse	√	√	√	√	x	x	x
Maintenance and disposal facilities							
Waste disposal	√	√	√	√	√	x	x
Bilgewater disposal	√	√	x	√	x	x	x
Bunkering facilities	x	√	x	x	x	x	x
Fresh water supply	√	√	√	√	√	x	x
Onshore power supply	√	√	√	√	√	x	x
Shipyard	√	x	x	x	x	x	x

Sources: PDI based on data from viadonau and Ministry for Transport, Innovation and Technology (bmvit)

Annex 2 – Austrian transshipment sites which can also be considered as ports

Table 5: Austrian transshipment sites which can also be considered as ports

PORTS	Aschach	Felbermayr	Kollmitzberg	Pöchlarn	Pischelsdorf	Korneuburg MOL	Korneuburg	Bad Deutsch- Altenburg
Location (km)	2159.6 (Right bank)	2108.6 (Left bank)	2082.5 (Right bank)	2044 (Right bank)	1971.30 (Right bank)	1942.10 (Left bank)	1941.65 (Left bank)	1886.6 (Right bank)
Port owner	Garant Tiernahrung Gesellschaft m.b.H.	Felbermayr Bau GmbH & Co. KG	Hinterholzer GmbH	Garant Tiernahrung Gesellschaft m.b.H.	Donau- chemie AG	MOL Austria GmbH	Agrar- speicher Betriebs Gesellschaft mbH	Viadonau
Majority of ownership	Private	Private	Private	Private	Private	Private	Private	Public
Public/ private transshipment site according to Austrian law ¹⁶	Private	Private	Private	Private	Private	Private	Private	Private
Bi-/Trimodal hub	Trimodal	Bimodal	Bimodal	Trimodal	Trimodal	Trimodal	Trimodal	Bimodal

Sources: PDI based on data from viadonau

¹⁶ A transshipment site is a berth used for the transshipment of goods (§ 2 Z 8 Shipping Facilities Ordinance (*Schiffahrtsanlagenverordnung*)). In accordance with the Austrian Federal Navigation Law (§ 33 (1)), public berths “may be used by all craft and assemblies of floating material”, and private berths (non-public berths) “may be used in accordance with the decision of the person entitled to dispose of the port facilities while respecting the regulations issued in accordance with this part”.

Annex 3 – Completed questionnaires about the port development expenditures

Questionnaire Ennshafen OÖ GmbH

In the framework of the EU project DAPhNE, a report about the “State-aid schemes for funding investments in ports (public funding)” (cargo ports) for Austria is being prepared by Pro Danube International (PDI). The objective of the DAPhNE project is to facilitate a balanced development of Danube Ports as eco-friendly, well accessible multimodal hubs for the transport system of the region and to turn Danube Ports into buzzing economic centres.

In this report, a part is dedicated to the port development expenditures. Answers to the following questions would allow us to complete the report, the most important questions being shown in bold.

Table 6: Port investments of Ennshafen OÖ GmbH for 2010-2017

Did you receive a public contribution to your port investments in 2010-2017? <i>If yes, please continue to fill in the answers to the following questions.</i>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Please, specify the funding sources for the port development for 2010-2017: - EU funding - National public funding - Regional public funding - Other public funding (to precise if possible) - Own resources	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
If possible, please give the percentage of each source of funding for 2010-2017: - EU funding - National public funding - Regional public funding - Other public funding (to precise if possible) - Own resources	n.a. % n.a. % n.a. % n.a. % n.a. %
How much has the port spent on port investments for 2010-2017 (including modernisation, purchase of equipment, IT and the development of services)?	app. 10 Mio €
In the case that EU money or State money were involved, could you please give the name of the European programme(s) or of the individual aid(s)/State aid scheme(s) used (if appropriate)? ERP-Fonds; Austrian KLIEN/SCHIG; Upper Austria “Landeswirtschaftsprogramm”	
Do you know if, in the area of the port, there were other beneficiaries of public funds for projects concerning the port development? If yes, who are they? Enlargement of Container Terminal (investment done bei Containerterminal Enns GmbH)	

The DAPhNE project is funded by the Danube Transnational Programme. More information about the project is available at www.interreg-danube.eu/daphne.

Questionnaire Ennshafen NÖ GmbH

In the framework of the EU project DAPhNE, a report about the “State-aid schemes for funding investments in ports (public funding)” (cargo ports) for Austria is being prepared by Pro Danube International (PDI). The objective of the DAPhNE project is to facilitate a balanced development of Danube Ports as eco-friendly, well accessible multimodal hubs for the transport system of the region and to turn Danube Ports into buzzing economic centres.

In this report, a part is dedicated to the port development expenditures. Answers to the following questions would allow us to complete the report, the most important questions being shown in bold.

Table 7: Port investments of Ennshafen NÖ GmbH for 2010-2017

Did you receive a public contribution to your port investments in 2010-2017? <i>If yes, please continue to fill in the answers to the following questions.</i>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Please, specify the funding sources for the port development for 2010-2017:	
- EU funding	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
- National public funding	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
- Regional public funding	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
- Other public funding (to precise if possible)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
- Own resources	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
If possible, please give the percentage of each source of funding for 2010-2017:	
- EU funding	20 %
- National public funding	10 %
- Regional public funding	20 %
- Other public funding (to precise if possible)	
- Own resources	50 %
How much has the port spent on port investments for 2010-2017 (including modernisation, purchase of equipment, IT and the development of services)?	2.500.000 €
In the case that EU money or State money were involved, could you please give the name of the European programme(s) or of the individual aid(s)/State aid scheme(s) used (if appropriate)?	
EFRE; SCHIG (Anschlußbahn- und Terminalförderung)	
Do you know if, in the area of the port, there were other beneficiaries of public funds for projects concerning the port development? If yes, who are they?	
Private companies invested in special transshipment solutions (SCHIG (Anschlußbahn- und Terminalförderung)).	

The DAPhNE project is funded by the Danube Transnational Programme. More information about the project is available at www.interreg-danube.eu/daphne.

Questionnaire
Rhenus Donauhafen Krems GmbH & Co. KG

In the framework of the EU project DAPhNE, a report about the “State-aid schemes for funding investments in ports (public funding)” (cargo ports) for Austria is being prepared by Pro Danube International (PDI). The objective of the DAPhNE project is to facilitate a balanced development of Danube Ports as eco-friendly, well accessible multimodal hubs for the transport system of the region and to turn Danube Ports into buzzing economic centres.

In this report, a part is dedicated to the port development expenditures. Answers to the following questions would allow us to complete the report, the most important questions being shown in bold.

Table 8: Port investments of Rhenus Donauhafen Krems GmbH & Co. KG for 2010-2017

Did you receive a public contribution to your port investments in 2010-2017? <i>If yes, please continue to fill in the answers to the following questions.</i>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Please, specify the funding sources for the port development for 2010-2017:	
<ul style="list-style-type: none"> - EU funding - National public funding (a minor contribution) - Regional public funding - Other public funding (to precise if possible) - Own resources 	<ul style="list-style-type: none"> <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
If possible, please give the percentage of each source of funding for 2010-2017:	
<ul style="list-style-type: none"> - EU funding - National public funding - Regional public funding - Other public funding (to precise if possible) - Own resources 	<ul style="list-style-type: none"> n.a. % n.a. % n.a. % n.a. % n.a. %
How much has the port spent on port investments for 2010-2017 (including modernisation, purchase of equipment, IT and the development of services)?	n.a.
In the case that EU money or State money were involved, could you please give the name of the European programme(s) or of the individual aid(s)/State aid scheme(s) used (if appropriate)? 	
Do you know if, in the area of the port, there were other beneficiaries of public funds for projects concerning the port development? If yes, who are they? 	

The DAPhNE project is funded by the Danube Transnational Programme. More information about the project is available at www.interreg-danube.eu/daphne.

Questionnaire
Wiener Hafen, GmbH & Co KG

In the framework of the EU project DAPhNE, a report about the “State-aid schemes for funding investments in ports (public funding)” (cargo ports) for Austria is being prepared by Pro Danube International (PDI). The objective of the DAPhNE project is to facilitate a balanced development of Danube Ports as eco-friendly, well accessible multimodal hubs for the transport system of the region and to turn Danube Ports into buzzing economic centres.

In this report, a part is dedicated to the port development expenditures. Answers to the following questions would allow us to complete the report, the most important questions being shown in bold.

Table 9: Port investments of Wiener Hafen, GmbH & Co KG for 2010-2017

Did you receive a public contribution to your port investments in 2010-2017? <i>If yes, please continue to fill in the answers to the following questions.</i>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Please, specify the funding sources for the port development for 2010-2017:	
- EU funding	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
- National public funding	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
- Regional public funding	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
- Other public funding (to precise if possible)	<input type="checkbox"/> YES <input type="checkbox"/> NO
- Own resources	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
If possible, please give the percentage of each source of funding for 2010-2017:	
- EU funding	n.a. %
- National public funding	n.a. %
- Regional public funding	n.a. %
- Other public funding (to precise if possible)	n.a. %
- Own resources	n.a. %
How much has the port spent on port investments for 2010-2017 (including modernisation, purchase of equipment, IT and the development of services)?	186 Million €
In the case that EU money or State money were involved, could you please give the name of the European programme(s) or of the individual aid(s)/State aid scheme(s) used (if appropriate)?	
TEN-T Inland Waterways Anschlussbahn- und Terminalförderung (SCHIG)	
Do you know if, in the area of the port, there were other beneficiaries of public funds for projects concerning the port development? If yes, who are they? 	

The DAPhNE project is funded by the Danube Transnational Programme. More information about the project is available at www.interreg-danube.eu/daphne.

Questionnaire
Felbermayr Transport- und Hebetchnik GmbH & Co KG

In the framework of the EU project DAPhNE, a report about the “State-aid schemes for funding investments in ports (public funding)” (cargo ports) for Austria is being prepared by Pro Danube International (PDI). The objective of the DAPhNE project is to facilitate a balanced development of Danube Ports as eco-friendly, well accessible multimodal hubs for the transport system of the region and to turn Danube Ports into buzzing economic centres.

In this report, a part is dedicated to the port development expenditures. Answers to the following questions would allow us to complete the report, the most important questions being shown in bold.

Table 10: Port investments of Felbermayr Transport- und Hebetchnik GmbH & Co KG for 2010-2017

Did you receive a public contribution to your port investments in 2010-2017? <i>If yes, please continue to fill in the answers to the following questions.</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Please, specify the funding sources for the port development for 2010-2017:	
- EU funding	<input type="checkbox"/> YES <input type="checkbox"/> NO
- National public funding	<input type="checkbox"/> YES <input type="checkbox"/> NO
- Regional public funding	<input type="checkbox"/> YES <input type="checkbox"/> NO
- Other public funding (to precise if possible)	<input type="checkbox"/> YES <input type="checkbox"/> NO
- Own resources	<input type="checkbox"/> YES <input type="checkbox"/> NO
If possible, please give the percentage of each source of funding for 2010-2017:	
- EU funding %
- National public funding %
- Regional public funding %
- Other public funding (to precise if possible) %
- Own resources %
How much has the port spent on port investments for 2010-2017 (including modernisation, purchase of equipment, IT and the development of services)?	
In the case that EU money or State money were involved, could you please give the name of the European programme(s) or of the individual aid(s)/State aid scheme(s) used (if appropriate)?	
Do you know if, in the area of the port, there were other beneficiaries of public funds for projects concerning the port development? If yes, who are they?	

The DAPhNE project is funded by the Danube Transnational Programme. More information about the project is available at www.interreg-danube.eu/daphne.

Annex 4 – Aid schemes and individual aids on port developments listed (Excel-sheet)

	Name of Project/Aid scheme/ Individual Aid	Identification number	Source of funding (co-funding)	Aid grantor (according to grant contract)	Individual Aid or Aid scheme	Beneficiary(ies)	Selection procedure	Is it state aid according to EU legislation?	Aid category (in case of notification indicate ref. no.)	Form of support	Total investment (EUR)	Minimum and maximum grant if it is relevant	Aid intensity (0-100%)	Relevant national/EU /other legislation	List of financed actions	Number of projects	Date of the contract(s)	Current status
Intermodal Transfer Guidelines 2006-2012	Intermodal Transfer Guidelines (01.07.2006-30.06.2012)	●	national (Austrian federal Ministry for Transport, Innovation and Technology - BMVIT)	BMVIT or Climate and Energy Fund (Klima- und Energiefonds- KLEEN) (owned by the Austrian Republic)	aid scheme	Individual enterprises / private companies and corporations with a registered office in Austria	"Thematic calls" when application to the KLEEN and "permanent submission" when application to the BMVIT	yes	Aid scheme notification (N196/2006)	non-refundable	EUR 15 million budget (EUR 2.5 million per year)	●	See "list of actions financed" For maximal funding rates the installations and equipment must be operated for at least 11 years: • max. 20%: 5 years • max. 30%: 7 years • max. 50%: 11 years.	Compatibility of the aid examined on the basis of Article 107(3)(c) of TFEU (previously Article 87(3)(c) of the EC Treaty)	Aid is provided in respect of investment expenditure for the construction, extension and modernisation of transshipment systems involving the following combinations of land-/waterbound modes of transport: rail/road, rail/water and road/water, in which cargo is handled either containerised or as piece/bulk freight handling. Eligible costs (corresponding aid intensity in brackets): <u>Land-based modes of transport:</u> • Construction work (25%) • Earthworks (20%) • Rail link and track systems (50%) • Road link and transshipment areas (20 to 50%) • Building construction (10% to 25%) • Transshipment equipment (30%) • Equipment (30%) • Additional measures directly related to the modal shift (25%) <u>Water-based modes of transport:</u> • Quay systems (25%) • Other measures (25%) Planning works (50%, but not more than 5% of the investment costs)	16	2006-2012	executed
Programme supporting the development of connecting railways and transfer terminals 2013-2017	Programme for supporting the development of connecting railways and transfer terminals 2013-2017 (ex N 196/2006; "Intermodal Transfer Guidelines" and N 707/2006; "Guidelines on the development of private connecting railways") (01.01.2013-31.12.2017)	●	national (BMVIT)	In 2013: KLEEN or BMVIT As of 2014: BMVIT	aid scheme	Individual enterprises / private companies and corporations with a registered office in Austria	In 2013: "Thematic calls" when application to the KLEEN or "permanent submission" when application to the BMVIT As from 2014: "permanent submission" (possibility to apply for aid on an ongoing basis throughout the year)	yes	Aid scheme notification (SA.44985)	non-refundable	EUR 114 million budget (EUR 19 million per year)	From EUR 10 000 to EUR 2 500 000	See "list of actions financed" For maximal funding rates the installations and equipment must be operated for at least 11 years: • max. 20%: 5 years • max. 30%: 7 years • max. 50%: 11 years.	Compatibility of the aid examined on the basis of Article 93 TFEU	Focus on the transfer terminals Aid is provided in respect of investment expenditure for the construction and extension of transshipment systems involving the following combinations of land-/waterbound modes of transport: rail/road, rail/water and road/water, in which cargo is handled either containerised or as piece/bulk freight handling. Eligible costs (corresponding aid intensity in brackets): <u>Rail-based modes of transport:</u> • Civil engineering (25%) • Earthworks (20%) • Rail link and track systems (50%) • Road link and transshipment areas (15% to 30%) • Building construction (10% to 25%) • Transshipment equipment (30%) • Equipment (30%) • Additional measures directly related to the modal shift (25%) <u>Water-based modes of transport:</u> • Quay systems (25%) • Other measures (25%) Planning works (50%, but not more than 5% of the investment costs)	23 for the terminals part (on 76 in total)	2013-2017	executed
Programme supporting the development of connecting railways and transfer terminals in intermodal transport 2018-2022	Programme supporting the development of connecting railways and transfer terminals in intermodal transport 2018 – 2022 (01.01.2018-31.12.2022)	●	national (BMVIT)	BMVIT	aid scheme	Any private EU entity providing freight transport services and having at least one operational establishment registered in Austria The measure is aimed at industrial and commercial companies transferring cargo. Railway undertakings may not benefit from the scheme.	"permanent submission" (possibility to apply for aid on an ongoing basis throughout the year)	yes	Aid scheme notification (SA.48485)	non-refundable	EUR 50 million budget (EUR 10 million per year)	From EUR 10 000 to EUR 2 500 000	See "list of actions financed" Max. 50% of the eligible investment costs	Compatibility of the aid examined on the basis of Article 93 TFEU	Focus on the intermodal transshipment facilities Aid is provided in respect of investment expenditure for the construction, extension and modernisation of transshipment systems involving the following combinations of land-/waterbound modes of transport: rail/road, rail/water and road/water, in which cargo is handled either containerised or as piece/bulk freight handling. Eligible costs (corresponding aid intensity in brackets): <u>Rail-based modes of transport:</u> • Civil engineering (25%) • Earthworks (20%) • Rail link and track systems (50%) • Road link and transshipment areas (15% to 30%) • Building construction (10% to 25%) • Transshipment equipment (30%) • Equipment (30%) • Additional measures directly related to the modal shift (25%) <u>Water-based modes of transport:</u> • Quay systems (25%) • Other measures (25%) Planning works (50%, but not more than 5% of the investment costs)	●	2018-2022	in implementation phase

	Name of Project/Aid scheme/ Individual Aid	Identification number	Source of funding (co-funding)	Aid grantor (according to grant contract)	Individual Aid or Aid scheme	Beneficiary(ies)	Selection procedure	Is it state aid according to EU legislation?	Aid category (in case of notification indicate ref. no.)	Form of support	Total investment (EUR)	Minimum and maximum grant if it is relevant	Aid intensity (0-100%)	Relevant national/EU /other legislation	List of financed actions	Number of projects	Date of the contract(s)	Current status
Special Guidelines for the Programme of Aid for Innovative Combined Transport 2009-2014	Special Guidelines for the Programme of Aid for Innovative Combined Transport (01.01.2009-31.12.2014)	•	national (Austrian federal Ministry for Transport, Innovation and Technology - BMVT)	ERP-Fonds by order and on account of BMVT	aid scheme	Transport companies (transshipment and logistic companies, forwarding agents, port-operators, shipping and railway companies) All EU companies having registered offices, agencies, branches or subsidiaries in Austria.	Application to address directly to the AWS (Austria wirtschafts-service) 3 open calls per year	yes	Aid scheme notification (N 415/2008)	non-refundable	EUR 24 million budget of EUR 4 million	From EUR 8 000 to EUR 800 000	• up to 30% of eligible costs for the two first types of measure • up to 50% of the eligible costs for the feasibility studies	Compatibility of the aid examined on the basis of Article 107(3)(c) of TFEU (previously Article 87(3)(c) of the EC Treaty)	<p>Aid is granted for three types of measures:</p> <ul style="list-style-type: none"> • Use of innovative technologies and systems to improve combined transport systems: innovative transshipment/loading technologies (e.g. horizontal transshipment technologies) and logistic systems, systems of communication for users of combined transport. • Acquisition of equipment for combined/intermodal transport: inland and land containers (excluding maritime containers), swap bodies, especially with innovative features; special vehicles and containers for combined transport (e.g. driverless transport systems, ACTS vehicles); adaptations of semitrailers to facilitate loading; adaptations for initial and subsequent road transport equipment; adaptations of ships lighters for containers and WABS (changing-bridge) transport. • Feasibility studies for specific implementing measures, including preparations for international cooperation, in the area of combined/intermodal transport, for example Marco Polo, EUREKA, INTERREG, etc. with a high national and international interest. 	22 projects (17 acquisition of equipment, 3 feasibility studies, 2 innovative technologies) for 2012-2014	2009-2014	executed
Special Guidelines for the Programme of Aid for Innovative Combined Transport 2015-2020	Special Guidelines for the Programme of Aid for Innovative Combined Transport for 2015-2020 (01.01.2015-31.12.2020)	•	national (BMVT)	ERP-Fonds until 2017 (by order and on account of BMVT) Then AWS (by order and on account of BMVT)	aid scheme	Transport undertakings, as transshipment and logistic companies, forwarding agents, port-operators, shipping and railway companies. All EU companies having registered offices, agencies, branches or subsidiaries in Austria.	Application to address directly to the AWS 3 open calls per year	yes	Aid scheme notification (SA-41100 (2015/N))	non-refundable	EUR 18 million budget of EUR 3 million	From EUR 8.000 to EUR 800 000 per project or per beneficiary and year	• up to 30% of eligible costs for the two first types of measure • up to 50% of the eligible costs for the feasibility studies	Compatibility of the aid examined on the basis of Article 93 and Article 107(3)(c) of TFEU	<p>Aid is granted for three types of measures:</p> <ul style="list-style-type: none"> • Acquisition of innovative technologies and systems to improve combined transport systems This category includes innovative transshipment/loading technologies (e.g. horizontal transshipment technologies) and logistic systems, systems of communication for users of combined transport. • Acquisition of equipment for combined/intermodal transport This category includes inland and land containers (excluding maritime containers), swap bodies, especially with innovative features; special vehicles and containers for combined transport (e.g. driverless transport systems, ACTS vehicles); adaptations of semitrailers to facilitate loading; adaptations for initial and subsequent road transport equipment; adaptations of ships lighters for containers and WABS (changing-bridge) transport. • Feasibility studies This category includes feasibility studies for specific implementing measures, including preparations for international cooperation, in the area of combined transport, such as goods transport in the framework of CEF, EUREKA, INTERREG etc. with a high national and international interest. 	44 projects (31 acquisition, 11 feasibility studies, 2 new technologies) for 2015-2017	2015-2020	in implementation phase
ERP Transport Programme 2012-2016	ERP Transport Programme 2012-2016 (01.01.2012-31.12.2016)	•	national (the Austrian Federal Finance Ministry is responsible for the ERP fund)	ERP fund	aid scheme	Transport businesses with a registered office or establishment in Austria – includes all types of business (natural and legal entities, and private companies under Austrian civil and commercial law) and establishments that can prove that they are economically active in Austria (registered office, branch office, agency or fixed establishment there, being no legal definition of some of these concepts).	permanent submission (addressing a awa ERP-trust bank at any time) The financing of the project, including the own funds and the other resources has to be described in detail.	yes	Aid scheme notification (SA-33669 (2011/N))	refundable (Soft loan)	EUR 25 million budget (up to approximately EUR 8 million per year of soft loans)	The loans are usually for amounts between EUR 0.35 million and EUR 4 million per project per year.	Maximum aid intensity limited at a maximum of 20% of the eligible total project costs (30% in cases of cumulation with other types of aid)	Compatibility of the aid examined on the basis of Article 93 of TFEU	<p>Eligible projects Investments by transport businesses (special arrangements for combined and intermodal transport) that contribute to switching transport from road to rail or waterway. The application of new technologies and the implementation of research and development findings in the field of transport logistics shall also be taken into account. Investments destined exclusively for combined or intermodal freight transport.</p> <p>Eligible costs • Procurement of special containers for ground transport ("Landtransport") and inland waterway transport ("Binnenschiffahrt") (no deep sea containers) • purchase of special railway carriages and special vehicles for intermodal transport • swap bodies and adaptations on vehicles making them suitable for loading • investments in new IT-technologies such as traceability systems for hazardous goods, transport telematics, logistics systems and handling and loading technologies.</p>	11	2012-2016	executed
ERP Transport Programme as of 2017 (no time limit, prolonged every year)	ERP Transport Programme (as of 01.01.2017, without time limit, prolonged every year)	•	national (the Austrian Federal Finance Ministry is responsible for the ERP fund)	ERP fund	aid scheme	Companies with registered office or establishment in Austria	permanent submission (addressing a awa ERP-trust bank at any time) The financing of the project, including the own funds and the other resources has to be described in detail.	yes	de minimis	refundable (Soft loan)	EUR 0,8 Mio spent for 2017	Loan amount usually from EUR 0.35 Mio. to max. EUR 4 Mio. per project and year. (de minimis : max. EUR 200 000 per undertaking over any period of 3 fiscal years)	1,04%	1407/2013 (De minimis regulation)	<p>Eligible projects Investments that contribute to switching transport from road to rail or waterway. The application of new technologies and the implementation of research and development findings in the field of transport logistics shall also be taken into account. Besides, the optimization of the capacity utilisation and the improvement of the efficiency can also be a basis for a support in case of exceptional circumstances.</p> <p>Eligible costs • procurement of special containers for land transport ("Landtransport") and inland waterway transport ("Binnenschiffahrt") (no deep sea containers) • purchase of special carriages, special vehicles for intermodal transport • swap bodies, transshipment facilitating adaptations for vehicles, etc. • investments in new technologies (traceability systems for hazardous goods, transport telematics, logistics systems, handling and loading technologies, etc.) • handling facilities (for example cranes, belt conveyors, transshipment pontoons, etc.) • internal transport equipment • areas and buildings, as long as they are necessary for the transshipment of goods in railtransport or inland waterway transport.</p>	1	2017	in implementation phase

Sources Excel-sheet:

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