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**Subject: SA.41100 (2015/N) – Austria - Special Guidelines for the Programme of Aid for Innovative Combined Transport for 2015-2020**

Sir,

## **1. PROCEDURE**

- (1) On 27 February 2015, Austria notified to the Commission, in accordance with Article 108(3) of the Treaty on the Functioning of the European Union (TFEU), the prolongation of the Special Guidelines for the Programme of Aid for Innovative Combined Transport.
- (2) By letters of 30 March and 22 May 2015, the Commission asked further questions regarding this scheme. By letters of 14 April and 16 June 2015, Austria provided the Commission with further information in respect of the measure.

## **2. DESCRIPTION OF THE EXISTING MEASURE**

### **2.1. Background**

- (3) The Special Guidelines for the Programme of Aid for Innovative Combined Transport (hereafter – ‘the Guidelines’) for 2015-2020 constitute the prolongation of an

Seiner Exzellenz Herrn Sebastian KURZ  
Bundesminister für europäische und internationale Angelegenheiten  
Minoritenplatz 8  
A - 1010 Wien

existing aid scheme, in place since 1999, approved by the Commission for the period 1999-2002<sup>1</sup>, 2003-2008<sup>2</sup> and 2009-2014<sup>3</sup>.

## **2.2. Implementation results**

- (4) According to the evaluation of the implementation of the Special Guidelines for the Programme of Aid for Innovative Combined Transport for 2009-2014, there were several achievements made in line with the European transport policy.<sup>4</sup> The programme achieved a shift of road transport to other modes of transport of about 48 million tonnes during the relevant period. The overall cumulated shift away from road reached 58 billion kilometre-tonnes. This means that the set objective for the scheme of an average shift of 2 billion kilometre-tonnes per year was by 4 times surpassed with an average of some 9.5 billion kilometre-tonnes shift per year. In the relevant time period, 653,000 tonnes of carbon dioxide per year were not emitted, while the **NO<sub>x</sub>** emissions were reduced by 5010 tonnes per year.

## **2.3. Objective**

- (5) The scheme was put in place to achieve a modal shift of freight traffic from road to environmentally less harmful modes of transport. More specifically, the Guidelines provide financial support to foster private investment in the field of combined transport, in particular by supporting investments in new technologies and concepts intended to improve the quality of services offered.

## **2.4. Beneficiaries**

- (6) The beneficiaries are transport undertakings, as transshipment and logistic companies, forwarding agents, port-operators, shipping and railway companies.
- (7) All EU companies having registered offices, agencies, branches or subsidiaries in Austria are eligible for aid under the scheme.

## **2.5. Type of aid and intensity**

- (8) The aid takes the form of non-reimbursable subsidies. For all the subsidies, the minimum amount to be granted is EUR 8.000 and the maximum is limited to EUR 800 000 per project or per beneficiary and year.

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<sup>1</sup> Decision of 07.07.1999 in case N 121/1999 - Guidelines for the Programme for the Promotion of Combined Transport Road-Rail-Ship (*Programm für die Förderung des kombinierten Güterverkehrs Straße-Schiene-Schiff*) (OJ C 245 of 28.8.1999, p. 2).

<sup>2</sup> Decision of 08.09.2004 in case N 140/2004 - Special Guidelines for the Programme of Aid for Combined Transport Road-Rail-Ship (*Beihilfeprogramm für den kombinierten Verkehr Straße-Schiene-Schiff*) (OJ C 126 of 25.5.2005, p. 10).

<sup>3</sup> Decision of 13.1.2009 in case N 415/2008 - Special Guidelines for the Programme of Aid for Innovative Combined Transport (*Sonderrichtlinien: Innovationsförderprogramm Kombiniertes Güterverkehr*) (OJ C 53 of 06.03.2009, p. 2).

<sup>4</sup> Evaluation innovation program Combined Transport 2009-2014 made by *Traffic Verkehrsplanung GmbH*.

(9) Aid is granted for three types of measures:

*2.5.1. Acquisition of innovative technologies and systems to improve combined transport systems*

(10) This category includes innovative transshipment/loading technologies (e.g. horizontal transshipment technologies) and logistic systems, systems of communication for users of combined transport.

(11) For this type of measure the aid intensity is up to 30% of eligible costs.

*2.5.2. Acquisition of equipment for combined/intermodal transport*

(12) 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 WAB<sup>5</sup> (changing-bridge) transport.

(13) For this type of measure the aid intensity is up to 30% of the eligible costs.

*2.5.3. Feasibility studies*

(14) 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<sup>6</sup>, EUREKA, INTERREG etc. with a high national and international interest.

(15) For this type of measure the aid intensity is up to 50% of the eligible costs.

## **2.6. Procedure**

(16) Projects are selected taking into account:

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

(17) The assessment of the project is based on the following documents:

- annual accounts for the last three years;
- business forecasts;

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<sup>5</sup> Exchangeable container

<sup>6</sup> Connecting Europe Facility finances projects which fill the missing links in Europe's energy, transport and digital backbone. It makes Europe's economy greener by promoting in particular cleaner transport modes, high speed broadband connections and facilitating the use of renewable energy.

- 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.

(18) 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.

## **2.7. Control measures**

- (19) The aid is paid in installments in proportion to the proven progress of the project. Payment of the aid is made after settlement of the project and submission of proof that the remaining aid conditions and requirements have been met.
- (20) The examination of the supporting documents and other evidence is carried out by the ERP (European Recovery Programme) Fund on behalf of the Federal Ministry for Transport, Innovation and Technology. Where the eligible project costs are lower than foreseen and the other aid conditions are met, the aid is proportionally reduced.

## **2.8. Legal basis**

- (21) The legal basis is the *"Allgemeine Rahmenrichtlinien für die Gewährung von Förderungen aus Bundesmitteln"*; 51<sup>st</sup> Order of the Federal Minister for Finance 2004, and the Guidelines.

## **2.9. Cumulation**

- (22) In case of cumulation with national or Community subsidies the maximum aid levels established by each measure is respected.

## **3. THE NOTIFIED PROLONGATION**

- (23) The Guidelines have been prolonged to apply for an additional six-year period, as from 1 January 2015 to 31 December 2020. In this regard, the Austrian authorities informed that the regime will be effectively applied following the Commission's approval.
- (24) All features of the existing Guidelines, as described in recitals (5) - (22) of this decision, remain unaltered for the prolonged period with the exception of the budget.

### **3.1. Modifications to the budget of the existing scheme**

- (25) The budget for the period 2015-2020 is € 18 million. The annual budget is € 3 million.
- (26) For comparison, the annual budget of the Guidelines for the period 2009-2014 was € 24 million and the annual budget € 4 million.
- (27) The new budget represents a 25% reduction compared to the previous scheme.

## **4. ASSESSMENT OF THE NOTIFIED PROLONGATION**

### **4.1. Existence of aid**

- (28) The notification concerns a prolongation of an aid scheme which was authorised by the Commission by three successive decisions.<sup>7</sup> Therefore, the prolongation, without any substantial modification of the Guidelines for 2015-2020, does not alter the Commission's assessment that the scheme as well as its prolongation constitutes State aid within the meaning of Article 107(1) TFEU.<sup>8</sup>

### **4.2. Compatibility of the aid**

- (29) For the previous period of application, i.e. 1999-2014, the Commission approved the Guidelines on the basis of Article 87(3)(c) of the EC Treaty, converted into Article 107(3)(c) TFEU since the entry into force of the Treaty of Lisbon.
- (30) However, since the entry into force of Regulation (EC) No 1370/2007<sup>9</sup>, Article 93 of the TFEU has become directly applicable as the legal basis for establishing the

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<sup>7</sup> See recital (3) of the present decision.

<sup>8</sup> See in particular recitals 20-26 of Commission's decision of 13.01.2009.

<sup>9</sup> Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70, OJ L 315, 3.12.2007, p. 1.

compatibility of aid not covered by that regulation and, in particular, of aid for the coordination of freight transport.

#### 4.2.1. *Compatibility of the aid to shipping companies*

- (31) Nevertheless, as regards aid to companies involved in maritime transport, the Commission considers Article 107(3)(c) TFEU to be the legal basis for the compatibility assessment, since that type of transport does not fall under the categories of transport listed under Article 100 TFEU and thus does not benefit from the compatibility grounds listed in Article 93 TFEU.
- (32) In its decision of 13 January 2009<sup>10</sup> the Commission concluded that the initial scheme was compatible with the internal market on the basis of Article 87(3)(c) of the EC Treaty.
- (33) The Commission notes that, according to the notification, all features of the Guidelines remain unaltered for the period from 1 January 2015 to 31 December 2020.
- (34) The Commission further notes that the aid scheme will benefit from reduced budget compared to the previous 6-years period of implementation.
- (35) The Commission therefore concludes that in light of the rules laid down in its decision making practice and for the reasons set out in recitals (28) to (48) of the Decision of 13 January 2009, the notified prolongation of the Guidelines for 2015 to 2020 is compatible with the internal market pursuant to Article 107(3)(c) TFEU.

#### 4.2.2. *Compatibility of the aid to land transport operators*

- (36) As regards companies involved in land transportation, the notified prolongation for 2015-2020 has to be assessed on the basis of Article 93 TFEU.
- (37) Article 93 of the TFEU provides that “*aids shall be compatible with the Treaties if they meet the needs of coordination of transport [...]*”. The concept of ‘coordination of transport’ used in that provision has a significance which goes beyond the simple fact of facilitating the development of an economic activity. It implies an intervention by public authorities which is aimed at guiding the development of the transport sector in the common interest.
- (38) For a given aid measure to be considered to “meet the needs” of transport coordination, it has to be necessary and proportionate to the intended objective. Furthermore, the distortion of competition which is inherent in aid must not jeopardise the general interests of the Union.
- (39) Following a consistent decisional practice,<sup>11</sup> the Commission has considered aid to be compatible with the internal market on the basis of Article 93 TFEU, if the following conditions are met:

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<sup>10</sup> See recital (3) of the present decision.

<sup>11</sup> See, e.g., Decision of 05.06.2013 in case SA. 35139, France - *Prolongation et actualisation du Plan d'Aides à la Modernisation et à l'Innovation de la flotte fluviale (N 651/2007) pour la période 2013-*

- The aid contributes to an objective of common interest;
  - The aid is necessary, and provides an incentive effect;
  - The aid is proportionate;
  - The access to the infrastructure in question is open to all users on a non-discriminatory basis;
  - The aid does not lead to distortions of competition contrary to the common interest.
- (40) It is therefore appropriate to assess whether these five criteria are met in the present case, so that the aid under the notified measure as granted to land transport operators can be authorised on the basis of Article 93 TFEU.

#### 4.2.3. Objective of common interest

- (41) The objective of the aid scheme is to develop combined/multimodal transport in Austria.
- (42) The EU has for some time pursued a policy of achieving a balanced multimodal transport system and the fostering of the competitiveness of multimodal transport vis-à-vis road transport is part of this policy. The aim of the EU multimodal transport policy is to achieve a modal shift from road freight transport to other modes of transport, such as rail and inland waterway transport.
- (43) EU instruments such as Council Directive 92/106/EEC of 7 December 1992<sup>12</sup> aim at fostering the development of combined transport. The White Paper on Transport Policy<sup>13</sup>, in line with the trends announced in 2001<sup>14</sup> and 2006<sup>15</sup>, encourages the use

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2017 (OJ C 200 of 12.07.2013, p. 1); Decision of 04.02.2014 in case SA.37293, Belgium - *Prolongation du régime d'aides en faveur des modes de transport alternatif à la route pour la période 2014-2020* (OJ C 163 of 28.05.2014, p. 1); Decision of 23.11.2011 in case SA.33486, Germany - *Richtlinie zur Förderung von Umschlaganlagen des Kombinierten Verkehrs nichtbundeseigener Unternehmen* (OJ C 306 of 22.10.2013, p. 4); Decision of 20.3.2013 in case SA.35575, France - *Plan d'aide au report modal vers le transport par voies navigables* (OJ C 112 of 19.4.2013, p. 4); Decision of 20.12.2010 in case N 490/2010, Belgium - *Prolongation du régime d'aide N 550/2001 relatif à un partenariat public-privé pour la construction d'installations de chargement et de déchargement (Publiek Private Samenwerking voor laad- en losinstallaties) le long des voies navigables en Région flamande tel que prolongé par la décision C(2004)4361 fin du 16.11.2004 (aide N344/2004)* (OJ C 122 of 20.4.2011, p.2); Decision of 25.07.2012 in case SA.33669, Austria - *Third Prolongation of the ERP Transport Programme* (OJ C 352 of 16.11.2012, p. 2); Decision of 19.12.2012 in case SA.34156, Germany - *Funding Guidelines for noise reduction measures on freight wagons* (OJ C 43 of 15.02.2013, p. 14).

<sup>12</sup> Council directive 92/106/EEC of 7.12.1992 on the establishment of common rules for certain types of combined transport of goods between Member States as amended, OJ L 368, of 17.12.1992, p. 38, reviewed by Council Directive 2006/103/EC of 20.11.2006, OJ L 363 of 20.12.2006, p. 344 and Council Directive 2013/22/EU of 13.05.2013, OJ L 158 of 10.6.2013, p. 356.

<sup>13</sup> White Paper *Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system* COM (2011) 144 of 28.3.2011 (<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52011DC0144&from=EN>).

<sup>14</sup> White Paper *European transport policy for 2010: time to decide* COM (2001) 370 of 12.9.2001.

of rail and other environmentally friendly modes of transport with a view to make from the latter competitive alternatives to road haulage. The White Paper of 2011 states that optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, constitutes a relevant instrument for achieving a competitive and resource efficient transport systems. It further pursues that 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. Achieving this goal also requires the development of an appropriate infrastructure.

- (44) The Commission recognises that it is in the first place the task of market operators to improve multimodal/combined transport within markets, whose access is free and where the rules of free competition and supply and demand prevail. However, in order to fully unleash the potential of multimodal transport, the willingness to take risks inherent in switching from road to the alternative modes, may need to be stimulated.
- (45) Furthermore, the focus on multimodal options is also increasingly justified by the following consideration: Europe's industry maintains or increases the competitiveness of its Europe-based production largely by advanced logistics, optimising production and distribution and creating value in the process. These sophisticated supply chains are increasingly vulnerable to the decreasing reliability and increasing costs of road freight transport. Multimodal logistics will thus have to become a prime occupation for Europe's production industry. However, many transport companies are today operating in markets in full restructuring, with low margins, and difficulties in planning. Therefore, practical and market oriented support programmes may need to be devised to help the transport sector take risks and respond to the challenge of achieving a sustained and large modal shift, in line with the targets set in the Commission White paper of 2011.
- (46) The Commission concludes that, the development of combined transport and of activities that contribute to reduce road congestion pursue an objective of common interest.
- (47) In addition, the evaluation of the application of the Austrian programme for the development of combined transport road-rail for the period 2009-2014 shows that previous guidelines have already contributed to the objectives pursued.<sup>16</sup>

*4.2.4. Assessment of the three types of aid as regards necessity, proportionality and effect on trade*

4.2.4.1. Innovative technologies and systems to improve the combined/intermodal system of transport

- (48) Electronic information and communication systems are crucial for the success of combined transport. A road hauler can easily track, via the truck driver and his

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<sup>15</sup> *Communication Keep Europe moving - Sustainable mobility for our continent Mid-term review of the European Commission's 2001 Transport White Paper, COM (2006) 314 of 22.6.2006.*

<sup>16</sup> Cf. recital (23) of this decision.

mobile phone, a long-haul road operation throughout Europe. An equivalent combined transport operation would have to track the container and possibly the rail wagon. This tracking operation has to be performed taking into account various, sometimes hardly compatible, information systems used by several operators in different Member States. The up-front investment in such electronic systems for combined transport is much higher than the investment needed for a comparable road operation.

- (49) The invention and application of new technologies is important to keep up the flow of intermodal transport as well as to further develop the whole system. In a world of ever faster production, the system of delivery has to adapt to such changes – this can only be made by adapting the underlying technology itself. Only innovative technologies are able to cope with the challenges that users of the system face each day and they are vital for the functioning of the system. A well developed and smoothly working system is able to fulfil the aims as set out in the White Paper on Transport Policy of 2011.
- (50) Finally, the Regulation of the European Parliament and of the Council of 24 October 2006 establishing the second Marco Polo program<sup>17</sup> stresses the importance of improving the environmental performance of the freight transport system which should be enhanced by new actions.
- (51) Accordingly, the Commission considers that these technologies are necessary for combined transport in order to rationalize to a maximum the transshipment activity, which generates about 30% of the costs of combined transport operations. The Commission also considers the planned aid intensity of 30% to be proportionate, as it is in line with the Commission's practice.<sup>18</sup> Finally, the Commission concludes that aid for such investments do not distort competition contrary to the common interest.

#### 4.2.4.2. Equipment for combined/intermodal transport

- (52) The Commission has previously considered aid for the acquisition of equipment designed exclusively for combined transport to be compatible with the internal market.<sup>19</sup> Under the notified scheme, only the acquisition of combined transport

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<sup>17</sup> Recital No 4 of Regulation (EC) No. 1692/2006 of the European Parliament and of the Council of 24.10.2006 establishing the second "Marco Polo" programme for the granting of Community financial assistance to improve the environmental performance of the freight transport system (Marco Polo II) and repealing Regulation (EC) No 1382/2003, OJ L 328 of 24.11.2006, p. 1-13.

<sup>18</sup> Decision of 12.11.2008 (N 195/2008), Poland - Investment aid in combined transport in the frame of Regional Operational Programmes, OJ; decision of 12.09.2007 (N 651/2007), France - *Prolongation et actualisation du Plan d'aide aux transporteurs de marchandises par voies navigables (N 38/2004) pour la période 2008-2012*, OJ C 216 of 23.08.2008; decision of 12.09.2007 (N 76/2007), Austria - *Verlängerung des ERP-Verkehrsprogramms*, OJ C 282 of 24.11.07; decision of 22.12.06 (N 575/06), Italy - Region Friuli-Venezia Giulia - prolongation of the existing authorised aid scheme N 134/01-Italy - Region Friuli-Venezia Giulia - Draft Law No 106/1-A – Aid for the establishment of infrastructure and services in the goods transport sector, for the restructuring of road haulage and the development of combined transport, OJ C 139 of 23.06.07.

<sup>19</sup> Decision of 12 September 2007 in case N 132/05, Czech Republic – Aid scheme to support combined transport (OJ L 68, 13.3.2009, p. 8), recital (46) and the decisional practice cited in footnote 8.

units will be funded, not standard maritime containers which are mostly used in operations not defined as combined transport.

- (53) Transshipment equipment is essential for the smooth functioning of the combined transport chain. Indeed, 30% of the costs of the intermodal transport chain are linked to costs arising in and around transshipment. The Commission takes the view that the financing of transshipment equipment will mainly improve the competitive condition of multimodal transport as compared to road transport, contributing to a modal shift. Therefore, aid for the acquisition of transshipment equipment is necessary to reduce the systemic costs of combined transport and improve the competitive position of environmentally-friendly modes of land transport vis-à-vis road transport.
- (54) The aid intensity of 30% established for this equipment in the scheme is proportionate as it is in line with Commission practice in this field.<sup>20</sup>
- (55) The Commission considers that the planned aid intensity of 30% will contribute to achieving a modal shift while not distorting conditions of competition contrary to the common interest.

#### 4.2.4.3. Feasibility studies for specific implementing measures

- (56) In order to be able to assess the technical, operational and financial risks of a new project of combined transport it is necessary for the initiators to carry out feasibility studies. In the light of the specific and structural problems of each project, it is even more important to find concepts and solutions beforehand by carrying out a feasibility study.
- (57) The Commission considers that this aid measure is in line with the objectives pursued by the EU in transport policy.
- (58) The granting of subsidies for feasibility studies encourages operators to prepare and carry out the projects diligently. The aid encourages them to carry out new projects which they would otherwise not undertake absent public financing. On the other hand, aid given for feasibility studies does not directly affect the competitive status of operators vis-à-vis the services of other non-subsidized operators.

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<sup>20</sup> Decision of 6.5.2013 in case SA.36207 (2013/N), Belgium - *Régime de soutien au transport intermodal par voie d'eau dans la Région de Bruxelles-Capitale* (OJ C 176 of 21.06.2013, p. 3); Decision of 21.11.2008 in case N 352/2008, Belgium - Aid scheme for modes of transport alternative to road transport (OJ C 7 of 13.01.2009, p. 1); Decision of 12.11.2008 in case N 195/2008, Poland - Investment aid in combined transport in the frame of Regional Operational Programmes (OJ C 329 of 24.12.2009, p.3); Decision of 02.07.2008 in case N 651/2007, France - Prolongation et actualisation du *Plan d'aide aux transporteurs de marchandises par voies navigables (N 38/2004) pour la période 2008-2012* (OJ C 216/2008 of 23.08.08); decision of 12.09.2007 in case N 76/2007, Austria - *Verlängerung des ERP-Verkehrsprogramms* (OJ C 282 of 24.11.2007); Decision of 22.12.2006 in case N 575/06, Italy - Region Friuli-Venezia Giulia - prolongation of the existing authorised aid scheme N 134/01- Italy - Region Friuli-Venezia Giulia - Draft Law No 106/1-A – Aid for the establishment of infrastructure and services in the goods transport sector, for the restructuring of road haulage and the development of combined transport (OJ C 139 of 23.06.07); Decision of 13.09.2006 in case N 196/06, Austria - *Richtlinie zur Unterstützung von Umschlagsanlagen im intermodalen Verkehr*, OJ C 280 of 18.11.2006; Decision of 15.11.2000 in case N 755/1999, Italy - *Provincia Bozen-AltoAdige-law 4/97*, (OJ C 71 of 3.3.2001, p.19).

- (59) The Commission notes that the maximum aid intensity of 50% for feasibility studies is in line with Commission practice.<sup>21</sup>

#### 4.2.4.4. Non-discriminatory access to aid

- (60) The Commission observes that aid will be granted based on objective, transparent and non-discriminatory criteria. In addition all undertakings, without restrictions linked to nationality, are eligible for aid under the notified scheme.
- (61) The Commission therefore concludes that the aid will be granted on non-discriminatory terms.

#### 4.2.4.5. Conclusion

- (62) In light of the Commission's consistent decisional practice in relation to companies involved in land transport and for the reasons set out in recitals (36) – (61) above, the Commission considers the notified prolongation of the Guidelines from 1 January 2015 to 31 December 2020 to be compatible with the internal market pursuant to Article 93 TFEU.

## 5. DECISION

The Commission has accordingly decided:

- not to raise objections to the aid on the grounds that it is compatible with the internal market pursuant to Article 93 and Article 107(3)(c) of the Treaty on the Functioning of the European Union.

If this letter contains confidential information which should not be disclosed to third parties, please inform the Commission within fifteen working days of the date of receipt. If the Commission does not receive a reasoned request by that deadline, you will be deemed to agree to the disclosure to third parties and to the publication of the full text of the letter in the authentic language on the Internet site:

<http://ec.europa.eu/competition/elojade/isef/index.cfm>

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<sup>21</sup> Decision of 23.07.2008 (N 31/2008), Austria - *Pilotprogramm zur Entwicklung von intermodalen Verkehren und zur Förderung von Projekten im Kombinierten Verkehr auf der Wasserstraße Donau*, OJ; decision of 02.07.2008 (N 651/2007), France - *Prolongation et actualisation du Plan d'aide aux transporteurs de marchandises par voies navigables (N 38/2004) pour la période 2008-2012*, OJ C 216/2008 of 23.08.08; decision of 9.11.2005 (N 134/2005), France - *Modification du régime d'aides N 353/01 de l'ADEME dans le domaine des transports*, OJ C 89 of 12.04.2006; decision of 16.03.2005, (N 247/2004), Belgium - *Aide au transport combiné de Région wallonne*, OJ C 136 of 3.6.2005, p. 43; decision of 8.09.2004 (N 140/2004), Austria - *Beihilfeprogramm für den kombinierten Verkehr Straße-Schiene-Schiff*, OJ C 126 of 25.5.2005, p. 10; decision of 15.11.2000 (N 755/1999), Italy - Province Bozen-Alto Adige - Law No. 8/98, OJ C 71 of 3.3.2001, p. 19; decision of 8.07.1999 (N 121/1999), Austria - *Förderrichtlinie Kombiniertes Verkehr*, OJ C 245 of 28.8.1999, p. ; decision of 21.12.2000, N 508/1999 – Italy – Province Bozen-Alto Adige - Law No. 4/97, OJ C 71 of 3.3.2001, p. 19.

Your request should be sent by registered letter or fax to:

European Commission  
Directorate-General for Competition  
B-1049 Brussels  
Fax No: +0032 (0) 2 296 12 42  
[Stateaidgreffe@ec.europa.eu](mailto:Stateaidgreffe@ec.europa.eu)

Done in Brussels,

Yours faithfully,  
For the Commission

Margrethe VESTAGER  
Member of the Commission