

RECOMMENDATIONS FOR THE SUPPORT OF THE INTERMODAL TRANSPORT DEVELOPMENT IN THE SLOVAK REPUBLIC

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Summary: The paper deals with an characteristics of the current state support in the area of the intermodal transport development and it also presents recommendations for the additional support of the intermodal transport development in Slovakia.

Key words: intermodal transport, combined transport, terminals of intermodal transport.

INTRODUCTION

Efficient intermodal transport use is essentially based on two basic conditions of operation on the transport market, these are: a.) The price level, in this case direct freight road transport, rail and inland waterways and b.) Transport infrastructure level, which affects the quality of transportation (1).

Transportation price depends on transportation costs, which currently don't reflect the position and influence of individual transport modes. Currently, this issue is addressed in the area of internalisation of external costs in transport and pricing for the use of transport communications.

1. CURRENT SUPPORT FOR THE DEVELOPMENT OF INTERMODAL TRANSPORT IN SLOVAKIA

From the establishment of the Slovak Republic and also in current, Government of the Slovak Republic has contributed to the development of intermodal transport, both by creation of framework conditions in legislation and by subsidies in the context of limited budgetary possibilities. The framework support of the Slovak Republic in the area of intermodal transport can be divided into following basic areas.

1.1 State support in the area of "legislation"

- Slovak Republic is a party to the AGTC. Accession to the AGTC for the Slovak Republic results in obligations also to reconstruct railways and terminals included in the agreement, or to build new railways and terminals, on the basis of parameters determined by agreement within the competency of the ŽSR (Slovak Republic Railways) - manager of

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rail infrastructure. Within the budgetary possibilities the railways are reconstructing gradually,

- Exception from the total permissible weight of the road train for road trains carrying 40 feet ISO container 1A up to 44 tons (Nariadenie vlády SR č. 403/2005 Z. z. o najväčších prípustných rozmeroch a najväčšej prípustnej hmotnosti niektorých vozidiel - Government Regulation no. 403/2005 Coll on the largest permissible dimensions and maximum allowable weight of certain vehicles), compared to the permissible total weight 40 tons,
- Exceptions in the operation of vehicles transporting intermodal transport units (containers, swap bodies and in the RoLa system) during Fridays, free days, holidays and summer. (Zákon NR SR č. 315/1996 Z. z. o premávke na pozemných komunikáciách v znení neskorších predpisov - NR SR Act. 315/1996 Coll on Road Traffic, as amended),
- According to Zákon č. 582/2004 Z. z. o miestnych daniach a miestnom poplatku za komunálne odpady a drobné stavebné odpady v znení neskorších predpisov in part 11 (Act no. 582/2004 Coll on local taxes and local fees for municipal waste and construction waste, as amended, in part 11), motor vehicle tax is possible under § 92 of the taxpayer's request to return 50% of taxes paid on motor vehicles, in the event that at least 60 routes in combined transport take place in the tax period,
- According to Zákon č. 582/2004 Z. z. o miestnych daniach a miestnom poplatku za komunálne odpady a drobné stavebné odpady v znení neskorších predpisov in the part a motor vehicle tax - Act no. 582/2004 Z. z. on local taxes and local fees for municipal waste and construction waste, as amended, in part a motor vehicles tax, the tax credits for vehicles performed the transportations in the system of combined transport.

1.2 State support in the area of “direct financial support”

- It is applied with effect from March 1 2006 Výnos č. 491/M-2006 Ministerstva dopravy, pôšt a telekomunikácií SR o poskytovaní dotácií v oblasti kombinovanej dopravy - Decree No. 491/M-2006 Ministry of Transport, Posts and Telecommunications on the provision of subsidies for combined transport.

1.3 State support in the area of “Construction of the intermodal transport infrastructure”

- Currently, there have been renovated for example the track sections Kúty - Bratislava and Bratislava - Štúrovo in length of about 219,7 km, of which approximately 167 km meets the parameters of AGTC,
- Within the pre-accession aid from the ISPA program, the track sections of the railways between Bratislava and Piešťany in length about 80 km were reconstructed,
- Within The Operational Programme Transport for the programming period 2007 - 2013 in the Priority Axis 1, the reconstruction of several tracks sections of railways has been executed. For example, the almost finishing track section Krásno nad Kysucou – Žilina. Currently, the reconstruction of railway track sections between Piešťany and Nové Mesto nad Váhom in the Operational Programme Basic Infrastructure in the shortened programming period 2004 - 2006 in a length of about 18 km is accomplished (2),(3),

- Priority Axis 3: Intermodal transport infrastructure, in which the construction of four modern public terminals of intermodal transport in the regions of Košice, Bratislava, Žilina and Zvolen in connection with logistics centers in their neighbourhood is realized, was placed in the Operational Programme Transport 2007 - 2013 (2).

2. RECOMMENDATIONS FOR THE ADDITIONAL SUPPORT OF THE INTERMODAL TRANSPORT DEVELOPMENT IN SLOVAKIA

2.1 Settlement of economic status of individual areas of transport

It is possible to ensure by the full internalisation of external costs of rail and road freight transport for the coverage of the external costs with the purpose to eliminate the adverse effects of road freight transport from the emissions and noise impact on the environment. This area is currently being securing to some extent within the tax system, fees for entrances into the emission zones etc.

2.2 Improving of the parameters of railway tracks at AGTC Agreement level

The achievement of the parameters set out within the agreements significantly increase the quality of rail transport and thus also of intermodal transport, particularly in the indicator of the consignments transportation speed, space patency of railways for all intermodal transport units, and thus intermodal transport can gradually be qualitatively equal to international road freight transport and with the growth of amount of traffic congestion on the roads it may even outperform the road transport. But it is also the question of speed to achieve the target state of rail tracks. The current pace of reconstruction of rail tracks used also for intermodal transport is slow. The issue of reconstruction of rail tracks by 2013 is solved by the Operational Programme Transport 2007 - 2013.

2.3 Construction of modern multi-modal public terminals of intermodal transport in the Slovak Republic

Existing intermodal terminals and container terminals in its current form, which can not be fundamentally changed neither be reconstructed, because they are placed in cramped intravilan sites, will not be able to handle the potential of intermodal transport expected in subsequent years. The condition of the intermodal transport potential handling will be to create the high-quality intermodal transport infrastructure, which, with the connection with logistics centers, will create assumptions for the providing of logistics services on the level of economically and intermodal advanced EU member states.

2.4 To remake the existing system in the area of the use of technical equipments

Launch of new public intermodal terminals into the operation in Slovakia will cause the rapidly expanded requirements for the introduction of block trains and demand for technical equipments of intermodal transport. If we assume, that within two to three years after the launch of terminals into the operation redouble the amount of transported goods in intermodal transport systems, there will be created the acute shortage of wagons, which are currently lacking not only in Slovakia but also in whole Europe, road carriers of containers and exchange superstructures, manipulable trailers and swap bodies for road freight vehicles.

Swap bodies system, which in intermodal advanced EU member countries according to UIC and UIRR statistics creates the share from 60 to 80% of the overall performance of intermodal transport, is absolutely not developed in the SR, and their use is closely related to the transport logistics chain. The support of the State should be primarily directed into this area, because we expect that operators of intermodal transport will not be able to be fast enough to equip new equipments for the efficient use of new terminal capacity in the Slovak Republic.

2.5 Support of the education in the field of intermodal transport and its wider promotion

Intermodal and logistics awareness of the entities, who are active in intermodal transport in the Slovak Republic, as well as in other relatively new EU member states in Central and Eastern Europe, is at a lower level than in "old" member states. It is therefore necessary to ensure their support, especially through the providing of appropriate education, as well as through the promotion and spreading of information related to intermodal transport and logistics. In ensuring the necessary training in new professions (integrator of intermodal transport) and providing the promotional support to all participants in the intermodal transport chain, we see another opportunity to accelerate the development of intermodal transport in the Slovak Republic and achieving of level comparable with the "old" EU member states.

3. CONCLUSION

With the exception of existing tools for support of the intermodal transport development by the State, thus it is necessary to introduce additional tools, namely: balance of economic status of individual transport modes, improvement of the performance of the rail tracks on the AGTC level, construction of modern public multi-modal intermodal terminals, To remake the current system in the field of use of technical equipment and to support the education in the field of intermodal transport and its wider promotion.

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