

DG VII

PACT

A user's guide

1997

European Commission

A great deal of additional information on the European Union is available on the Internet.
It can be accessed through the Europa server (<http://europa.eu.int>)

Cataloguing data can be found at the end of this publication

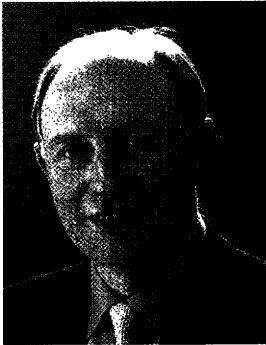
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Foreword by Commissioner Neil Kinnock



'PACT', the pilot actions for combined transport programme, is entering into its fifth year. It has achieved success in:

- turning policy declarations about the importance of combined transport into practical action;
- encouraging traffic to move from the road to other modes of transport in order to achieve a more balanced intermodal transport system;
- enabling transport operators to be creative in international intermodal cooperation.

The growing number of project proposals and the spread of projects both in terms of technical variety and geographic scope show that this programme is a catalyst towards a truly intermodal European transport system.

In the Commission, we are working to ensure that PACT has an expanded and even more effective role in the future — and this brochure will, we hope, encourage knowledge of, and interest in, its potential.

A handwritten signature in cursive script, reading "Neil Kinnock".

Neil Kinnock

P A C T in a nut shell

Which routes?

- International routes of European interest.
- On Community territory and extending to third countries neighbouring the Community.

What type of transport?

- Rail/road/inland waterway/maritime.

What measures?

- All, except:
 - infrastructure;
 - research;
 - certain variable costs.

Who can submit a proposal?

- Any interested company, directly to the Commission, until 18 April 1997.

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Who can benefit from funding?

- Any company participating in the project;
- any Community company or company from outside the territory of the European Union where the project so requires.

What is the maximum rate of financing?

- 30% of the cost of the investment measures;
- 50% of the cost of the feasibility study.

What are the conditions for approval?

- Approval by the Commission;
- official agreement of the Member States on whose territory the project is to be implemented;
- that the other Member States are consulted.

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I n t r o d u c t i o n

Integrated, reliable freight transport is fundamental to Europe's economic success. Freight transport volumes in the EU's 15 Member States have grown by more than 50% since 1970 and are forecast to increase by 37% between 1995 and 2010. Growth in freight volumes has been accompanied by growing reliance on road transport. While lorries offer a flexible, door-to-door service, reliance on road freight has created problems of its own. Key freight corridors are congested. Road freight is also a source of environmental damage.

Combined transport means ensuring cooperation between modes of transport. It helps to reduce the external costs of freight transport, such as those imposed by environmental damage, accidents and congestion. It makes good sense for society as a whole. But at the moment it too rarely makes financial sense for individual businesses.

The common transport policy encourages users to choose combined transport and includes the following elements:

- making combined transport an essential part of the trans-European transport network and its financing instruments;
- removing technical and regulatory barriers to combined transport;
- creating financial incentives to use combined transport, by allowing Member States to give certain aid to combined transport; and
- by the PACT programme.

This brochure describes in more detail the PACT programme, originally launched in 1992 and today a central feature of the Community's combined transport policy. It is intended to explain the application procedure. There is no standard form for application, but a certain conformity in application is necessary to compare and select projects on a fair basis. The brochure will be updated from time to time.

The brochure also describes some of the projects which have been financed from 1992 to 1996. Finally, a map shows the location and type of projects financed.

H o w P A C T w o r k s

What kind of action can be financed?

Combinations of rail, road, maritime and inland waterway modes are possible. However, every project must lead to a shift from road traffic to other modes. For instance, a short sea shipping project that leads to a likely shift from rail traffic, would not be eligible.

The project should relate to operations of combined transport. Neither research and development nor infrastructure measures can be financed by PACT. For these projects, other instruments are available.¹

PACT differentiates between two categories of eligible projects:

- feasibility studies; and
- operational measures.

Feasibility studies can be co-financed up to 50%, operational measures up to 30%. As a rule, feasibility studies will only be co-financed if they relate to a specific envisaged operational measure. Applications may ask for funding for both types of projects at the same time.

Concerning operational measures, PACT focuses on four types of expenditure:

- investment in intermodal equipment and trans-shipment facilities;
- commercial operation of new techniques and technologies;
- support towards infrastructure access costs;
- measures relating to logistics, staff training and advertising of the programme.

As a rule, PACT projects will have to cover international, rather than national, traffic. Projects may also concern countries outside the Community, provided they cover at least one Community country. It is also desirable that projects are carried out by more than one enterprise. The joint ventures should in principle include more than one nationality.

Pilot projects may be funded for up to three years. If a project has not reached its objectives and is not economically viable within the envisaged period, funding is discontinued, but it does not need to be repaid.

Who can apply?

All private and public enterprises already engaged or planning to be engaged in operating combined transport chains. Applications from small and medium-sized enterprises are encouraged.

Deadline for applications

The deadline for applications varies from year to year. There may be one or two selection procedures per year, depending on the number of applications and the available annual budget, currently set at ECU 5 million for 1997. The next deadline for applications is set for **18 April 1997**.

To use Commission staff resources most efficiently to the benefit of a speedy selection process, the deadline is a strict one. Applications received at the address mentioned above after 18 April 1997 will not be processed.

¹ For research and development projects, DG VII/E should be contracted, for infrastructure projects, DG VII/A.

How to apply

Since its inauguration in 1992, PACT has received an ever increasing number of applications. To keep the selection process flexible and relatively rapid, the Commission needs the cooperation of the applicants. Applications should therefore clearly demonstrate that the project is likely to increase the use of combined transport. The Commission will verify the achievement of this objective. The project objectives should contain verifiable and, as far as possible, quantifiable information. The level of detail and data the Commission is asking for depends on the amount of funding requested and the commercial risk associated with the operation. As a rule of thumb, applicants should supply the information they would provide to convince a 'reasonable decision-maker' to go ahead with the project.

Applications should be concise, drafted in English or French. The Commission also expects the applicant to produce a two to three-page summary of the application, a model of which is annexed to this guide. This summary is needed to present the project to the committee of Member States' experts (see below).

After the deadline for applications has passed, applicants will receive a letter acknowledging receipt of the application and be allocated a reference number. They will also receive a list of all projects containing a short description of each application (including theirs), without the name of the project applicant, but with its reference number. Any applicant may, within the time-frame specified in the Commission letter, want to comment on the possible impact and overlap on the markets of the projects submitted.

The information contained in the application will not be disclosed outside the Commission, except the summary for the Member States' experts. Furthermore, information that the applicant considers sensitive (on costs and prices, etc.) may be marked as confidential. It will strictly be treated as such by the Commission.

The application should contain the following information:

I. Description of project

(a) Type of project.

Feasibility study or operational measure; please give a short introductory description of the project.

(b) Modes and operators involved.

Name and describe the companies involved; if available, annual reports of the companies participating should be provided. Please indicate also for each participating company:

— the number of persons employed;

— its annual turnover or its annual balance sheet total;

— whether it is more than 25% owned by a large company (i.e. a company having more than 250 persons employed or annual turnover exceeding ECU 40 million and annual balance sheet total exceeding ECU 27 million).

The purpose of these data is to enable the Commission to evaluate the extent of participation of small and medium-sized enterprises in the programme.

(c) Reason for envisaged project.

Customer requests, congestion, market potential, remoteness of area, etc.

(d) Innovative features in comparison with current situation.

(e) Benefits to the competitiveness of combined transport, and to the environment, regarding congestion and safety when compared with what is currently offered.

(f) Degree and type of cooperation.

Joint venture, company, mere temporary cooperation, etc.

- (g) **Duration of project.**
- (h) **Need for assistance.**
Other assistance granted or envisaged, financial resources of applicants, etc.
- (i) **Amount of assistance requested.**
In national currency and ECU.
- (j) **A summary of the application, stating the core features of the project** (see model in Annex).
- (k) **Maps, views, photos (not larger than A4) which may be useful to the presentation of the project.**

2. Route/axis of project

- (a) **Importance of route for EC economy.**
Volume carried by different modes; further potential.
- (b) **Importance of route in terms of EC transport policy.**
Inclusion of route in the Community's trans-European combined transport network; importance of route having regard to multimodal transport corridors.
- (c) **Market conditions.**
Are there existing transport services (in any mode) which offer a similar provision, quality or technology in the market?

3. Project objectives

The PACT programme is intended to increase the use of combined transport by increasing the competitiveness of this mode *vis-à-vis* road. In this light, please set out clearly and concisely what the project should achieve in a given time-frame. The more verifiable data you are able to give, the better are your chances to qualify for support. Your description should cover:

- (a) **Customer target potential for the project.**
- (b) **Traffic shift forecast likely to be brought about as a consequence of the project.**
As percentage of total traffic on route/axis; for terminal equipment investment and combined transport service operations (block trains, shuttles, etc.), capacity utilization forecasts would be useful. Is new traffic being generated (e.g. opening up a new transport link)? What is the effect of the project on other transport services, especially current and earlier PACT projects, and possible new entrants?
- (c) **Price and service performance of the project.**
Accessibility, reliability, time gains, and pricing forecasts in comparison with competing road or other services. You should describe here the position at the time of application, and a forecast of the position after implementation of the project.
- (d) **Envisaged receipts.**
- (e) **Envisaged costs.**

Please provide a list of the various cost items of the project. Costs for:

- investment in/hiring of combined transport equipment;
- trans-shipment facilities (such as cranes);
- access to infrastructure;
- staff training, logistics and public relations are eligible for funding.

As a rule, general personnel costs, energy consumption and the covering of financial losses are not eligible for funding.

- (f) **Timetable for viability of project.**

PACT 1992 - 1996



Terminal improvements



Feasibility studies

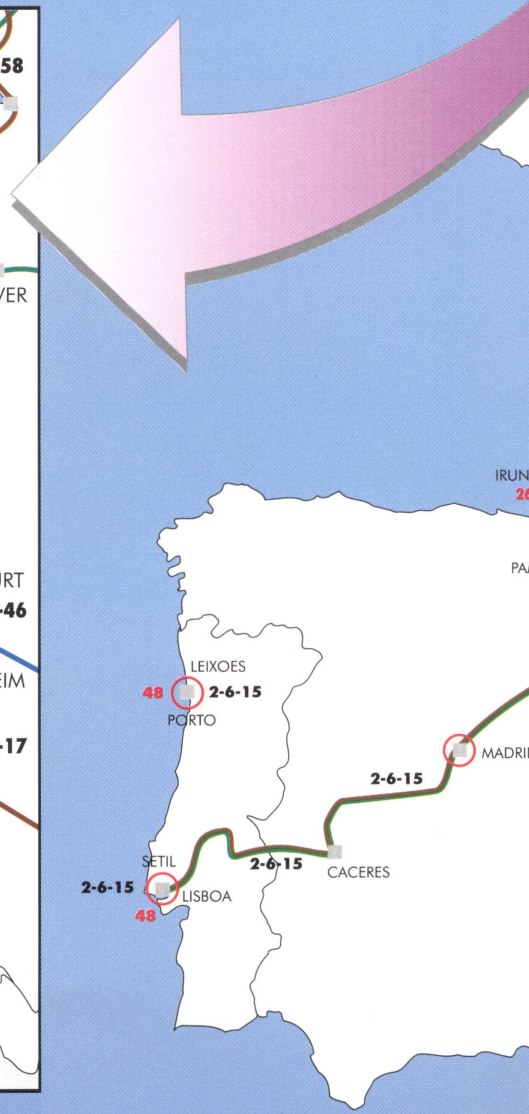
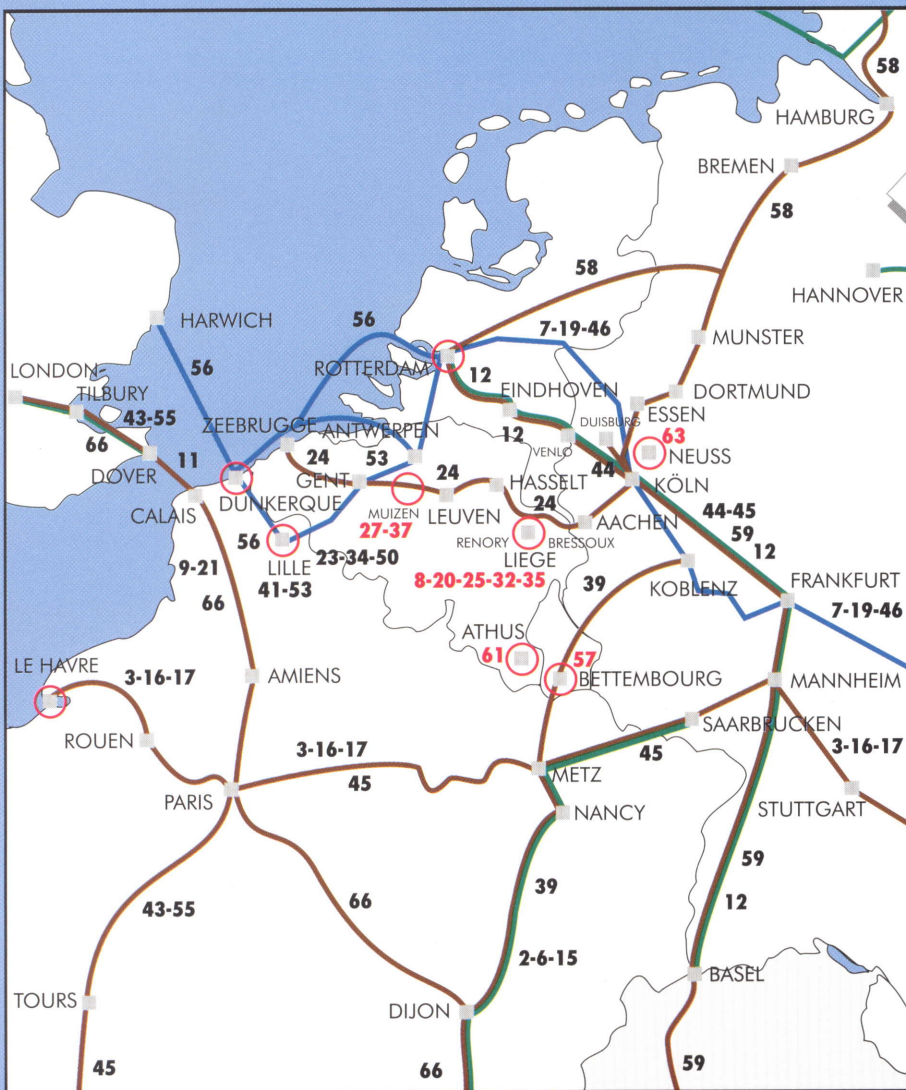
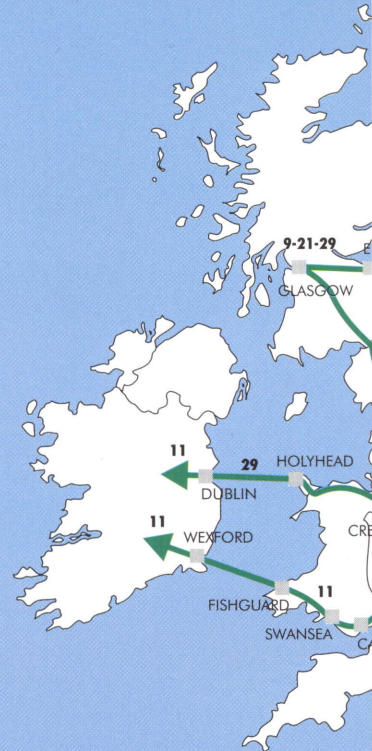


Maritime and inland waterway routes



Land routes

11/96



LIST OF ALL PACT PROJECTS FUNDED

	No	Type of action	Route/location	Company	
1992	1 (5 projects)	Feasibility studies, investment in combined transport equipment, telematics, promotion of the service	Northern Europe - Italy - Greece via Brindisi/Patras	Uniontrasporti, Combimare, Ferrovie dello Stato, UIRR, Assointerporti, Cemat	
	2 (7 projects)	Feasibility studies; investment in telematics, handling equipment of dangerous goods, combined transport equipment	Germany - France - Spain - Portugal via Port Bou/Cerbère	RENFE, CP, CNC, UIRR	
	3	Development of a shuttle train service	Le Havre - Central Europe	Port Autonome du Havre	
1993	4	Feasibility study of the Nordic Corridor	Nordic countries - Continental Europe	Nordisk Transport Udvikling (NTU)	
	5 (8 projects)	Phase 2 of No 1	Northern Europe - Italy - Greece via Brindisi/Patras	Uniontrasporti, Combimare, Ferrovie dello Stato, UIRR, Assointerporti, Cemat	
	6 (3 projects)	Phase 2 of No 2	Germany - France - Spain - Portugal via Port Bou/Cerbère	Renfe, CP	
	7	Transport service by barges along the Rhine, Main and Danube	Rotterdam - Vienna	Interrijn	
	8	Improvement of the Bressoux terminal	Bressoux / Belgium	SNCB	
	9	Feasibility study of combined transport route through Channel Tunnel	United Kingdom (Glasgow - Folkestone) via the Channel Tunnel	Eurotunnel	
	10	'Rolling motorway'	Hannover - Poznan	DB	
	11	Feasibility study of combined transport route through Channel Tunnel	Ireland - United Kingdom - Continental Europe	Department of Transport Ireland, Department of Transport UK	
	12	Feasibility study on transporting containers, swap-bodies and semi-trailers	Rotterdam - Basle	Bundesverband Spedition und Lagerei	
	1994	13 (5 projects)	Phase 3 of No 1	Northern Europe - Italy - Greece via Brindisi/Patras	Uniontrasporti, Combimare, Ferrovie dello Stato, UIRR, Assointerporti, Cemat
		14	Extension of route in project No 1 to Crete	Northern Europe - Italy - Greece via Brindisi/Patras	FORTH Foundation
15 (2 projects)		Phase 3 of No 2	Germany - France - Spain - Portugal via Port Bou/Cerbère	CP, UIRR	
16		Automatic identification system of swap-bodies	France - Central Europe	CNC	
17 (2 projects)		Phase 2 of No 3	Le Havre - Central Europe	Port Autonome du Havre	
18		Phase 2 of No 4	Nordic countries - Continental Europe	Nordisk Transport Udvikling (NTU)	
19		Phase 2 of No 7	Rotterdam - Vienna	Interrijn	
20		Phase 2 of No 8	Bressoux, Belgium	SNCB	
21		Phase 2 of No 9	United Kingdom (Glasgow - Folkestone) via the Channel Tunnel	Eurotunnel	
22		Shuttle train link, bimodal technology	Munich - Verona	Bayerische Trailerzug Gesellschaft, BTZ	
23		Transport of containers by barges, improvements of handling capacity	Rotterdam-Lille	Port de Lille	
24		Transport service with 'Mega swap-bodies'	Zeebrugge - Aachen	CargoCare	
25		Improvement of terminal	Renory, Belgium	Terminal Euro-Combi-Est	
26		Irun/Hendaye complex project on the Spanish-French border	Irun/Hendaye	SNCB, SNCF, CNC, RENFE	
27		Improvements of terminal	Muizen, Belgium	Ferry Boats	
28		Improvements of terminal	Bordeaux, France	CNC	
29		Feasibility study of combined transport route via the Baltic Sea	Ireland - United Kingdom - Germany	Port of Rostock, ABP	

1995

No	Type of action	Route/location	Company
30	Feasibility study on combined transport in Greece	Northern Europe - Italy - Greece	NTUA
31	Investment in combined transport equipment	Northern Europe - Italy - Greece	Cemat
32	3rd phase of No 8	Bressoux, Belgium	SNCB
33	2nd phase of No 22	Munich-Verona	Bayerische Trailerzug Gesellschaft, BTZ
34	2nd phase of No 23	Rotterdam - Lille	Port de Lille
35	2nd phase of No 25	Renory, Belgium	Terminal Euro-Combi-Est
36	Improvements in Hendaye	Hendaye, France	SNCF
37	Extension of terminal	Muizen, Belgium	Ferry Boats
38	Investment in bimodal technology	Hendaye, France	CP
39 (2 projects)	Shuttle train link, bimodal technology	Koblenz, Germany - Perpignan, Spain	Itinera
40	Fast trans-shipment plant Dresden	Dresden, Germany	Krupp Fördertechnik
41	Transport of containers by barges (supplement to project No 23)	Lille - Antwerp	Port de Lille
42	Improvement of terminal facilities	Turku, Finland	SeaRail
43	Investment in combined transport equipment	Spain - United Kingdom via the Channel Tunnel	Transfesa
44	Improvement of combined transport link	Duisburg - Ljubljana	UIRR
45	Investment in bimodal technology	Spain - Germany, Atlantic route	Bimodal Trailer SA
46	3rd phase of No 7	Rotterdam - Vienna	Interriijn
47	Improvement of the handling capacity	Port Bou, Spain	RENFE
48	Improvement of the capacity and handling of dangerous goods	Lisbon/Leixoes/Portugal	CP
49	3rd phase of No 25	Renory, Belgium	Terminal ECE
50	3rd phase of No 23	Rotterdam - Lille	Port de Lille
51	Extension of handling capacity	Hendaye	CNC
52	Extension of handling capacity	Irun	RENFE
53	2nd phase of No 41	Lille - Antwerp	Port de Lille
54	2nd phase of No 42	Turku, Finland	SeaRail
55	2nd phase of No 43	Spain - United Kingdom via the Channel Tunnel	Transfesa
56	Combination of river transport with short sea transport	France - Belgium - United Kingdom (Lille - Dunkerque/Antwerp/ Rotterdam-Felixstowe)	Port de Dunkerque
57	Improvement of terminal	Bettembourg, Luxembourg	Intercontainer-Interfrigo
58	Shuttle train service with a link to the Baltic Sea region	Norrköping, Sweden - Rotterdam - Antwerp	Gothia Logistics Center
59	Train link with bimodal technology	The Netherlands - Novara, Italy	Coda-E
60	Investment in terminal trailers	Trelleborg, Sweden	Port of Trelleborg
61	Improvement of the Athus terminal	Athus, Belgium	Terminal Athus
62	Improvement of the Salzburg/Liefering terminal	Salzburg, Austria	Spedition Franz Welz
63	Improvement of the terminals in Neuss und Warsaw	Neuss, Germany - Warsaw	Intercontainer-Interfrigo
64	Block train service	South-eastern Germany - Poland	UIRR
65	Block train service	Germany - Austria - Hungary - Romania	UIRR
66	Automatic identification of consignments	United Kingdom - Italy (Manchester via the Channel Tunnel - Dijon - Modane)	British International Freight Association, BIFA
1992 - 1996 (6 projects)	Pan-European feasibility studies on combined transport, improvement of communication links, etc.		UIRR

T h e s e l e c t i o n p r o c e s s

The Commission proposes the projects which meet the requirements of point 1 above to a committee of Member States' experts in combined transport. The Member States, on whose territory the project is carried out, must agree to the projects. You may therefore wish to contact the competent authorities of the Member States concerned at an early stage to present your project to them beforehand. The Commission will also take into account the opinion of other Member States, whose territory is not concerned.

After this consultation process, and also taking into account information gathered by eventual comments from PACT participants, the Commission's services will establish the list of projects to receive funding.

The whole process takes about three to four months, counting from the application deadline, depending on the number of applications. The recipients of funding are then informed. If your project is not eligible for funding in a given year, nothing prevents you from re-submitting this, a modified or another project for a future selection round.

C a r r y i n g o u t t h e c o n t r a c t

The contract which the Commission sends to the recipients of funding contains all the relevant information concerning rights and obligations of the contractor and the Commission.

Nevertheless, the following information may be helpful for the application process.

The Commission monitors the progress of the contract. It will require at least an interim and a final report from the recipients of assistance. The reports should not be lengthy. A readable executive summary containing the main results of the project is requested.

Further, the reports should give a fair assessment on the achievement of the project objectives laid down in the application. The structure of the report should follow the structure of point 3 of the application and trace the objectives closely. For instance, if you have forecast a switch of 10 000 containers in a two-year period from road to the service proposed in your application, the reports will have to include a statement on how many containers have been switched. If you have not achieved your goal, the report should contain the reasons for this. If the reports fail to describe and explain the progress made towards the objectives defined in the application, the Commission may refuse or defer payment of the instalments stipulated in the contract.

Further monitoring measures may include a visit to the project by a Commission official, whenever feasible, and possibly an audit of the contractors by a Commission auditor.

Model summary of application

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Pilot actions for combined transport 1997

1. Type, description, axis/route and duration of project

Operational action to develop a shuttle service between X and Y; duration of the pilot phase: three years.

2. Parties and modes involved

ABC Transport (UK) and DEF Logistics (Portugal); road/sea/rail.

3. Innovative features of project

Shuttle would provide 12 hours time gain *vis-à-vis* road and provide customers with real-time information on transport.

4. Existing services in the market

For the time being, the route X to Y is only served by road through the Channel Tunnel. A maritime transport line from the United Kingdom to Portugal was abandoned last year.

5. Total cost of the project

ECU 540 000.

6. Costs of single measures to be taken

— leasing costs wagons:	ECU	160 000
— access costs infrastructure:	ECU	185 000
— improvement in terminal X:	ECU	120 000
— EDI system:	ECU	75 000

7. Contribution requested from the Commission

30% of total cost = ECU 162 000

8. Supported by following States

UK, Portugal, France.

9. Project objectives

(a) Customer target potential: it is envisaged that about 5% of the customers shipping only by road today could be won over by the shuttle service.

(b) Traffic shift forecast:

— Total traffic on axis 1997:	500 000 tonnes;
— Total traffic on axis 1999:	540 000 tonnes;
— Total traffic on shuttle 1997:	9 000 tonnes (utilization rate 30%);
— Total traffic on shuttle 1998:	18 000 tonnes (utilization rate 60%);
— Total traffic on shuttle 1999:	27 000 tonnes (utilization rate 90%).

Total traffic shifted at end of project: 5%.

(c) Price and service performance

- Price road (sample): ECU 560 one way (1997);
- Price shuttle: ECU 580 one way (1997);
ECU 540 one way (1999).
- Reliability aim for 1999: guaranteed departure, transit and arrival times, 98%.
- Accessibility: via EDI system, customers can at any time know the status of their cargo.
- Service: time gain *vis-à-vis* road, 12 hours;
1997: two weekly shuttles;
1998: three weekly shuttles;
1999: four weekly shuttles.
- Terminal improvements in X will lead to improvement in trans-shipment time by 25%.

(d) Costs (see points 5 and 6)

1997: 270 000;
1998: 270 000;
1999: 270 000.

(e) Receipts

1997: 90 000;
1998: 180 000;
1999: 270 000.

((d) and (e) to be treated as confidential)

(f) Break-even: end 1999.

Some examples of PACT projects

- 14
1. From 1992 to 1996, the Commission concluded 99 PACT contracts with combined transport operators relating to 66 projects on 33 pilot routes. Twenty-seven routes were located in EU territory only (including Austria, Sweden and Finland). Six involved a section outside, i.e. Switzerland, Norway or the countries of Central and Eastern Europe (Poland, Czech Republic, Slovenia, Hungary and Romania). The projects were led by public (ministries, rail networks), semi-public (autonomous ports, whether inland or sea) or private bodies (combined transport operators, chambers of commerce). In 1996, the Commission received 63 projects applying for funding totalling almost ECU 36.5 million of which it was able to grant only ECU 5 million under the PACT budget heading.
 2. The content of the projects on these routes was very varied, corresponding to the wide range of situations and user demands. Thus, on certain routes the concept of quality proved to be the most important, which led to measures to promote the development of advanced computer technologies. Of all the projects funded, a few examples are given below.

Germany/Benelux - Italy - Greece via Milan - Bari - Brindisi - Patras

3. This project was launched in 1992 as one of the first two PACT routes. The partners in the project are Uniontrasporti, which forms part of the Association of Chambers of Commerce, the companies of UIRR, the Ferrovie dello Stato, Assointerporti (association of Italian interports) and Combimare (Italian transport company), the National Technical University of Athens (NTUA), Greek Railways and Greek consultants ADK Triton, Impetus and FORTH (Crete regional foundation for research and technology). Since 1994, Greek shipowners have been involved in the project. The German combined transport company Kombiverkehr participates indirectly in the project through the UIRR (Rail/Road International Union) and German Railways are represented by the Italian Ferrovie dello Stato.

The partners undertook to develop a new combined transport service by rail/road/sea improving the quality of service. The project succeeded in introducing one shuttle train a day in both directions at a competitive price compared with transport entirely by road. It began in 1992 with a feasibility study. Following the conclusions of that study, the partners decided to launch a second experimental phase in 1993/94 which involved testing the validity of the project by launching a service of an inferior quality to that planned in the long term, but with less capital expenditure. This involved the use of existing trains and of a combined (passengers/goods) vessel between Brindisi and Patras and 'pioneer' customers. The service has operated from 1994 with rented equipment in order to limit the risk and for renewable periods of two months, with a journey time of around 16 hours between Milan and Brindisi. The encouraging results from this experimental phase prompted the partners in the project to go on to a third, more advanced phase: introduction of a direct train between Milan and Brindisi, changes to shipping timetables with the aim of using a freight-only vessel between Brindisi and Patras, investments in trans-shipment and computer equipment. This phase began in 1995. That same year the partners moved to one direct train a day and are considering extending the service further. The Commission financed 50% of the feasibility study and 30% of most actions in the second and third phases. An extension of the route to Crete was also being studied, with 50% funding from the Commission.

Northern Europe - France - Spain - Portugal

4. Initially, the route from Germany to the Iberian peninsula, via the eastern frontier of the Pyrenees (Port Bou), was launched.

The first phase finished in October 1993 and consisted mainly of the development of certain infrastructures. At Port Bou, a new gantry crane was installed which improved the quality of the service by significantly reducing trans-shipment times from one train to another — made necessary by the switch from French to Spanish gauges — and increasing trans-shipment capacity by 35%. Management

in the terminals was also improved by installing a computer system for greater coordination of loading, transit and unloading operations. The project also covered the purchase of wagons specially adapted for combined transport, the introduction of electronic billing and ticket reservation services and a series of complementary studies on improvement of service quality on the route.

The second phase involved investment to eliminate the final obstacles to transport on this route as well as a study on the link-up of the various communication services between the four transport operators on the route to improve communication between operators and provision of information to customers and users of combined transport.

The partners in the project are: Spanish (RENFE), Portuguese (CP) and French (SNCF) railways, UIRR combined transport companies, ICF (Intercontainer — Interfrigo) and the CNC.

The Commission 30% co-financed the innovative measures and 50% co-financed the feasibility studies.

In 1995, the route saw the advent of two new projects, one Spanish and the other Portuguese, testing bimodal techniques (use of road semi-trailers specially reinforced and adapted to be placed directly on a rail bogie to form a wagon) adapted to the change in gauge between France and Spain. In 1996, further improvements are being envisaged through the installation of new cranes.

5. In 1994, a second corridor was added, using the Atlantic arc, from Benelux to Spain via the western frontier of the Pyrenees (Hendaye). This project involved the granting of 50% subsidies for a study on the black spot of the frontier crossing and 30% subsidies for measures to improve the capacity of the Hendaye-Irun frontier complex. The work is continuing on both sides of the border.

The project partners are the Belgian, French, Spanish and Portuguese railways together with the two main French combined transport companies (Novatrans and CNC).

6. A third corridor was launched in 1995, between Germany and south-east France to continue subsequently to Spain. This is another bimodal project but using a different technique from the others. In order not to favour one bimodal technique over another, with them all being new to the market, the Commission decided to give equal assistance to any viable project aimed at testing one of these techniques in Europe on a commercial basis. The partner in the project is a German company, Itinera.

Alps crossing Munich - Verona

7. Pursuant to this principle, PACT also aided a project run by another German company (BTZ) to develop a third bimodal technique between Munich and Verona. This project is important in that it covers a route where road traffic is severely restricted and where consequently it is necessary to find complementary solutions to classical combined transport which are more geared to traditional road transport enterprises; bimodal transport allows them to keep their road equipment and avoids the construction of terminals for trans-shipment onto rail.

Other technological innovation projects

8. PACT also seeks to help the commercial development of new techniques. In 1993, it helped the Piggyback Consortium (an association of enterprises interested in using the Channel Tunnel) to develop new equipment adapted to the Channel Tunnel and to loading gauge restrictions on UK railways, while maintaining sufficient loading capacity to remain competitive.

Similarly, apart from bimodal techniques already used, PACT has since 1995 also aided the installation of computerized and modular trans-shipment systems in Germany in order to test the commercial viability of these new technologies.

Linking-up of isolated or peripheral regions

9. The programme was designed to cover the whole of Europe and in particular to link up peripheral or isolated regions. One of the most ambitious projects concerned Greece and involved the establishment of safe, high-performance links with the rest of the Union (see point 3). Another pilot route connected

the Nordic countries to Germany via Jutland on the initiative of the Danish company NTU in collaboration with the railways.

In 1995, PACT received a fresh impetus to integrate the new Member States. By way of example, mention may be made of the project between Finland and Sweden which lays particular stress on improving intermodal capacity at Turku (Finland).

Combined waterway transport

10. The aim of PACT is to promote the development of combined transport but this is not restricted to rail/road, quite the contrary. Since 1993, the programme has financed a number of projects using the inland waterways.

Netherlands - Germany - Austria

Rotterdam - Vienna route

The first project was launched in 1993 and continued in 1994 and 1995. The aim is to develop a combined road/inland waterway transport service between Rotterdam and a number of ports along the Rhine and Danube. The objectives of the project are to offer a low-cost but high-quality service and to increase the use of inland waterways in combined transport. The partners are the Rhine inland waterways transport companies.

Netherlands - Belgium - France

Rotterdam - Lille route

Launched in 1994 by the port of Lille, this project is progressing as planned. It has been possible to use existing boats of medium capacity which shows that even these vessels can operate combined transport on infrastructures judged too small at the outset. The conditions for success were the remarkable reliability of the service and the fact that the port of Lille, a public body, bore the initial risks; the port has undertaken to transfer the service to the private sector as soon as it becomes profitable.

11. Another interesting example is the Rotterdam-Antwerp-Renory project, launched on the initiative of a Belgian company specializing in the packaging and transport of metallurgical products which decided to invest in intermodal transport, so far successfully. This shows that PACT can be a useful tool for small and medium-sized enterprises by helping them to gain access to a market which is significant but too risky given their limited capital resources.

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