



Rail Freight Transport Session I. State aid and investment

The revision of the railway guidelines

Railway guidelines – important instrument fostering the Green Deal goals

European Green Deal: aims at significant modal shift to environmentally friendly transport modes, in particular towards rail

- To achieve the modal shift railways have to work hard, but also need more support by sufficient funding.
- A revision of the railway State Aid guidelines is welcome and would be consistent with the current EU priorities on shifting to low-emission mobility.
- More flexible and subsidy-friendly railway guidelines would facilitate and encourage Member States to give greater support to the sector.

Key points for a revision from DB's perspective (1/3)

Scope of the Guidelines

- Should be adapted to new funding areas like digitalization and automatization (e.g. Digital Automatic Coupling, digital platforms)
- Should also take into account the strengthening of multimodality

Key points for a revision from DB's perspective (2/3)

Strengthening of multimodality in intermodal transport

- Allow for lowering of transshipment costs in intermodal terminals
- Include funding for digital terminal management
- Permit funding for incentivizing the EU-wide compatibility for lorry semi-trailers for Combined Transport

Key points for a revision from DB's perspective (3/3)

Greater flexibility on the intensity thresholds and eligible costs

- Higher funding intensity (up to 100%) for aid for coordination of transport - or alternatively a block exemption
- Keep public funding possibilities for ERTMS and noise reduction and explicitly incorporate the promotion of single-wagon load transport
- Include additional operating costs as eligible costs (investment-related additional costs), at least for a transitional period

Thank you for your attention!

