

Legal and regulatory framework

Support measures for combined transport in Austria

Legal notice

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Payload adjustment

The Motor Vehicles Act ([Kraftfahrgesetz 1967, BGBl.No. 267/1967, § 4\(7a\)](#)), as last amended by [BGBl. I No. 104/2019](#)) defines the sum of the total weight and the sum of the axle load for motor vehicles with trailers as follows:

- Road transport in general: 40 tons
- Articulated vehicle with semi-trailers suitable for handling by crane: 41 tons
- Initial and final road legs in combined transport to/from the nearest technologically suitable terminal: 44 tons
- Initial and final road legs in combined transport operations within a radius of maximum 150 km to/from the nearest technologically suitable port: 44 tons
- The nearest technologically suitable rail terminal/port may be situated in another Member State, if this is closer than the nearest technologically suitable terminal/port within the Austrian federal territory

Deregulation

Liberalised initial and final road legs in combined transport

Subject to relevant EU regulations, the initial and final road legs of international combined transport operations are liberalised for motor vehicles registered in the European Economic Area (EEA) and holding a Community licence.

In accordance with BGBl. II No. 399/1997 (Regulation of the Federal Minister for Science and Transport on the exemption from permits for cross-border combined transport; Combi-Exemption Regulation – Kombifreistellungs-Verordnung)

Liberalised road corridors to/from rolling roads

The regulation of the Federal Ministry for Transport, Innovation and Technology (based upon the Freight Transport Act – Güterbeförderungsgesetz) liberalises specific road corridors for the initial and final road legs on rolling road connections between specified rolling road terminals and nearby border stations (i.e. no bilateral road permit for goods transport is necessary on these corridors, provided that the journey is an initial or final road leg on a rolling road connection).

The following road corridors to and from the Combi Cargo Terminals (CCT) are currently liberalised for those who use the rolling roads:

Wels Verschiebebahnhof CCT:

- A 8 (Innkreis Autobahn) and A 25 (Welser Autobahn) to/from the border crossing at Suben
- S 10 (Mühlviertler Schnellstraße), A 7 (Mühlkreis Autobahn), A 1 (West Autobahn) and A 25 (Welser Autobahn) to/from the border crossing at Wulowitz
- A 25 (Welser Autobahn), A 8 (Innkreis Autobahn) and A 1 (West Autobahn) or A 25 (Welser Autobahn) and A 1 (West Autobahn) to/from the border crossing at Salzburg/Walserberg

Brennersee CCT:

- A 13 (Brenner Autobahn) to/from the border crossing at Brennerpass

Wörgl CCT:

- A 12 (Inntal Autobahn) to/from the border crossing at Kiefersfelden

Liberalised area for rolling roads

According to the regulation of the Austrian Federal Ministry for Transport, Innovation and Technology, which is based upon the Freight Transport Act (Güterbeförderungsgesetz), no permit for road transport is required if loading or unloading takes place within a radius of 70 km around the terminal of Wels, so long as rolling roads are used.

Exemptions

Exemption from weekend and holiday driving ban

Trucks with trailers, if the truck or trailer has a maximum permissible gross weight of more than 3.5 tons, as well as trucks and articulated vehicles with a maximum permissible gross weight of more than 7.5 tons are banned from driving on Saturdays from 3pm to midnight and on Sundays and public holidays from midnight to 10pm.

In accordance with the Austrian Road Traffic Act (Straßenverkehrsordnung 1960, BGBl. No. 159/1960, § 42(1) and (2), as last amended by BGBl. I No. 113/2019)

Journeys that are carried out in the context of combined transport and do not exceed a radius of 65 km to/from specific terminals, are exempt from this ban. This is based upon a regulation of the Austrian Federal Minister for Public Economy and Transport on exemptions from the weekend and holiday driving ban.

In accordance with BGBl. No. 855/1994, as last amended by BGBl. II No. 119/2007

Thus, the following terminals are of particular relevance for combined transport:

- Brennersee
- Salzburg – Hauptbahnhof
- Villach-Fürnitz
- Wels – Verschiebebahnhof
- Wien – Nordwestbahnhof
- Wörgl
- Graz Süd CCT
- Enns Hafen CCT
- Wien Freudenau Hafen CCT
- Krems a. d. Donau CCT
- Linz Stadthafen CCT
- St. Michael CCT
- Hall in Tirol CCT
- Bludenz CCT
- Wolfurt CCT

Exemption from summer holiday driving ban (driving ban calendar – Fahrverbotskalender)

Next update for the driving ban calendar for 2020 (Fahrverbotskalender 2020) expected in spring 2020.

In accordance with the Austrian Road Traffic Act (Straßenverkehrsordnung 1960, BGBl. No. 159/1960, § 42(5), as last amended by BGBl. I No. 113/2019) and the regulation (driving ban calendar 2019, BGBl. No. 95/2019) of the Federal Minister for Transport, Innovation and Technology, banning heavy goods vehicles from certain roads

Trucks or articulated vehicles with a maximum permissible gross weight of more than 7.5 tons and trucks with trailers, where the sum of the maximum permissible gross weights of both vehicles exceeds 7.5 tons, are prohibited from driving along specific routes between 7am and 3pm on all Saturdays from 6th July 2019 to 31st August 2019, on 3rd October 2019 as well as on certain individual days (BGBl. II No. 95/2019, § 1).

This does not apply to journeys that take place exclusively as part of combined transport to/from the nearest technologically suitable terminal (BGBl. II No. 95/2019, § 2 s 1(3)).

Exemption from winter driving ban (winter driving ban calendar – Winterfahrverbotskalender)

Next update for the winter driving ban calendar for 2021 (Winterfahrverbotskalender 2021) expected at the end of 2020.

In accordance with the Austrian Road Traffic Act (Straßenverkehrsordnung 1960, BGBl. No. 159/1960, § 42(5), as last amended by BGBl. I No. 113/2019) and the regulation (winter driving ban calendar 2020, BGBl. II No. 441/2019) of the Federal Minister for Transport, Innovation and Technology, banning heavy goods vehicles from certain roads during winter

Trucks or articulated vehicles with a maximum permissible gross weight of more than 7.5 tons and trucks with trailers, where the sum of the maximum permissible gross weights of both vehicles exceeds 7.5 tons, are prohibited from driving along the A 12 Inntal motorway and the A 13 Brenner motorway between 7am and 3pm on all Saturdays from

4th January 2020 to 14th March 2020, if the final destination lies in, or requires the transit through Italy or Germany (BGBl. II No. 441/2019, § 1).

This does not apply to journeys that take place exclusively as part of combined transport to/from the nearest technologically suitable terminal (BGBl. II No. 441/2019, § 2(3)).

Exemption from night driving ban

Noisy heavy goods vehicles with a maximum permissible gross weight of more than 7.5 tons are prohibited from driving between 10pm and 5am. This does not apply to journeys to/from the rail terminals/ports listed below, so long as they take place exclusively as part of combined transport.

In accordance with the Austrian Road Traffic Act (Straßenverkehrsordnung 1960, BGBl. No. 159/1960, § 42(7), as last amended by BGBl. I No. 113/2019) and the regulation (BGBl. No. 1027/1994, as last amended by BGBl. II No. 76/2007) of the Federal Minister for Transport, Innovation and Technology on exemptions from the night driving ban for participants of combined transport

Thus, the following routes are of particular relevance for combined transport:

- Villach-Fürnitz – border crossing Rosenbach (Slovenia)
- Villach-Fürnitz – border crossing Arnoldstein (Italy)
- Verschiebebahnhof Wels – border crossing Suben (Germany)
- Verschiebebahnhof Wels – border crossing Walserberg (Germany)
- Verschiebebahnhof Wels – border crossing Wulowitz (Czechia)
- Brennersee – border crossing Brenner (Italy)
- Salzburg – border crossing Walserberg (Germany)
- Wörgl – border crossing Kiefersfelden (Germany)
- Wien Freudenau Hafen CCT – border crossing Nickelsdorf (Hungary)
- Wien Freudenau Hafen CCT – border crossing Klingebach (Hungary)
- Wien Freudenau Hafen CCT – border crossing Drasenhofen (Czechia)
- Krems a. d. Donau CCT – border crossing Kleinhaugsdorf (Czechia)
- Krems a. d. Donau CCT – border crossing Neu-Naglberg (Czechia)
- Enns Hafen CCT – border crossing Suben (Germany)
- Enns Hafen CCT – border crossing Walserberg (Germany)
- Linz Stadthafen CCT – border crossing Wulowitz (Czechia)

Supplementary permits for using rolling roads

Within the framework of some bilateral agreements with non-EU countries concerning goods transport by road, additional permits for goods transport by road are agreed upon as support for those who use the rolling roads in/to/from Austria.

In accordance with the regulation (BGBl. II No. 519/1999, as last amended by BGBl. II No. 207/2001) of the Federal Minister for Science and Transport

Rest periods on rolling and floating roads

From the perspective of labour law, the times that truck drivers spend on a train on the rolling road, are also considered rest periods, which are mandatory and must be observed according to EU regulations.

In accordance with article 9 of regulation 561/2006/EC and the Working Hours Act (Arbeitszeitgesetz 1969, BGBl. No. 461/1969, § 15b, as last amended by BGBl. I No. 100/2018)

A rest period must be at least three hours in length to be deemed a rest period.

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