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Subject: State Aid SA.115978 (2025/N) – Croatia RRF – Aid scheme to support noise reduction measures for rail freight wagons

Excellency,

1. PROCEDURE

- (1) Following pre-notification contacts, the Croatian authorities notified to the European Commission (“the Commission”) on 8 January 2025 an investment aid scheme to support the replacement of brakes of rail freight wagons with the aim of reducing noise (the “aid scheme” or the “measure”) in accordance with Article 108(3) of the Treaty on the Functioning of the European Union (“TFEU”).
- (2) Croatia exceptionally agreed to waive its rights deriving from Article 342 TFEU, in conjunction with Article 3 of Regulation 1/1958 ⁽¹⁾, and to have this Decision adopted and notified in English.

⁽¹⁾ Regulation No 1 determining the languages to be used by the European Economic Community, OJ 17, 6.10.1958, p. 385.

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2. DESCRIPTION OF THE MEASURE

2.1. Objective of the aid scheme

- (3) The Croatian authorities intend to support investments aiming at modernising the existing wagons of rail freight undertakings and wagon owners or holders using Croatia's railway network to reduce the noise impact of rail freight transport. The aid scheme aims at boosting investment for the purchase and installation of noise-reducing elements on existing wagons, such as modern composite brake pads.
- (4) The objective of the aid scheme is to contribute to a greater societal acceptance of the development of rail freight transport by reducing its negative impact on the population living in the vicinity of railway lines and railway terminals, in line with the Commission's Communication on a "Sustainable and Smart Mobility Strategy – putting European transport on track for the future" ⁽²⁾.
- (5) New wagons put in service are already fitted with more silent composite brake pads. However, given the particularly long useful lifetime of freight wagons, it would take many years to bring about a significant reduction in noise emissions through the mere renewal of the freight wagons fleet. Against this background, the Croatian authorities consider that the retrofitting of existing freight wagons with modern composite brake pads is necessary to accelerate the reduction of noise emissions of rail freight operations. Yet, the cost of retrofitting often discourages wagon keepers from retrofitting their wagons absent mandatory standards. The Croatian authorities therefore consider that without public intervention there would be insufficient incentive for the holders and owners of freight wagons to invest in the replacement of brake pads in order to reduce noise pollution.
- (6) Croatia also submits that aid granted under the aid scheme will contribute to the achievement of the objectives of the Croatian "Recovery and Resilience Plan" ⁽³⁾ (the "RRP"), which include the replacement of brake pads in order to reduce noise ⁽⁴⁾ and the modal shift from road to rail ⁽⁵⁾.

⁽²⁾ See notably paragraph 37 of the Commission Communication on a "Sustainable and Smart Mobility Strategy – putting European transport on track for the future", COM(2020) 789 final of 9.12.2020, available at: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52020DC0789> (the "Sustainable and Smart Mobility Strategy").

⁽³⁾ Council Implementing Decision of 20 July 2021 on the approval of the assessment of the recovery and resilience plan for Croatia, ST 10687/21 (available at: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CONSIL%3AST_10687_2021_INIT&qid=1732178514399).

⁽⁴⁾ Investment C1.4.R2-I5. See Annex to the Council Implementing Decision of 20 July 2021 on the approval of the assessment of the recovery and resilience plan for Croatia, ST 10687/21 ADD 1 (available at: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CONSIL%3AST_10687_2021_ADD_1&qid=1732178410624).

⁽⁵⁾ Component 1.4. See Annex to the Council Implementing Decision of 20 July 2021 on the approval of the assessment of the recovery and resilience plan for Croatia, ST 10687/21 ADD 1 (available at: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CONSIL%3AST_10687_2021_ADD_1&qid=1732178410624).

2.2. Legal basis

- (7) In application of the “Operational arrangements between the European Commission and Croatia”⁽⁶⁾, which derives from the RRP for Croatia, the Ministry of the Sea, Transport and Infrastructure of Croatia (the “Ministry”) will adopt a decision constituting the legal basis of the aid scheme (the “Ministry’s decision”), the draft of which has been submitted to the Commission.
- (8) Croatia confirms that the Ministry’s decision will be adopted only after notification to the Croatian authorities of the Commission’s decision authorising the aid scheme. The Croatian authorities have also committed not to grant aid under the aid scheme prior to this point.

2.3. Form of aid and maximum aid intensity

- (9) The aid takes the form of direct grants.
- (10) Aid may be granted up to 50 % of the eligible costs.
- (11) Each wagon can only receive aid under the aid scheme for one retrofitting operation.
- (12) To calculate the aid intensity, the eligible costs will be set at their value at the time of granting of the aid.

2.4. Eligible costs

- (13) Eligible costs are defined as the total investment costs necessary to replace the brake pads of a rail freight wagon with the view of reducing the noise pollution. They will be calculated as the difference in the costs of investing in silent brake pads to reduce noise and the costs of continuing to use existing brake pads.
- (14) The eligible costs are:
 - (a) replacement costs of brake pads for all types of rail freight wagons;
 - (b) the costs of preparing rail freight wagons for the installation of replacement brake pads, including dismantling costs;
 - (c) administrative costs linked to the replacement.
- (15) Value added tax charged on eligible costs, and any other tax, that are refundable in accordance with the Croatian tax law are excluded from the eligible costs.
- (16) Only costs related to investments to achieve noise emission standards for existing wagons which are not mandatory are eligible. The aid scheme thus concerns only undertakings that apply to their existing wagons standards going beyond European standards or reducing the level of noise in the absence of Union standards.

⁽⁶⁾ Available at https://commission.europa.eu/system/files/2022-02/countersigned-croatia-rrf-oa_0.pdf/

2.5. Beneficiaries

- (17) Beneficiaries of the aid scheme are railway undertakings as well as other wagon holders and owners established in an EU Member State or in the European Economic Area, provided that they (i) are either the owner or the holder of rail freight transport wagons registered in the Croatian national vehicle register (the “Croatian Register of Rolling Stock”) or in the “European Vehicle Register”⁽⁷⁾ and (ii) operate on the railway network of Croatia. Leasing companies are eligible if they fulfil these conditions.
- (18) The Croatian authorities explain that the Croatian Register of Rolling Stock has been established in compliance with the relevant legislation⁽⁸⁾. They have furthermore confirmed that undertakings from any Member State can register a vehicle in the Croatian Register of Rolling Stock on an equal, transparent and non-discriminatory basis. Vehicle registration in the Croatian Register of Rolling Stock, that soon will be fully replaced by the European Vehicle Register, is not mandatory as long as the vehicles are registered in the European Vehicle Register.
- (19) The Croatian authorities explained that the criterion pertaining to the use by the beneficiary of the railway infrastructure of Croatia for freight transport will be deemed fulfilled if the beneficiary demonstrates the existence of a contract between itself and the rail infrastructure manager of Croatia (HŽ Infrastruktura d.o.o.) for freight transport activities at the time of the application.
- (20) Undertakings in difficulty⁽⁹⁾ and undertakings which are subject to an outstanding recovery order resulting from a decision of the Commission declaring State aid incompatible with the internal market may not benefit from aid under the aid scheme.

2.6. Administration of the aid scheme and selection of projects

- (21) The Ministry is responsible for the granting and the administration of the aid.
- (22) The Croatian authorities will select the supported projects in a transparent and non-discriminatory manner, after a single public call for applications. This call will contain necessary information relating in particular to the eligibility criteria, the scope of supported projects, the eligible costs, timeline of the selection process and the administration of the aid scheme. The call will be published and accessible on the Ministry’s website.

⁽⁷⁾ Article 47(5) of Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (recast), OJ L 138, 26.5.2016, p. 44.

⁽⁸⁾ Commission Decision 2007/756/EC of 9 November 2007 adopting a common specification of the national vehicle register provided for under Articles 14(4) and (5) of Directives 96/48/EC and 2001/16/EC, and subsequently amended by Commission Decision 2011/107/EC of 10 February 2011 amending Commission Decision 2007/756/EC adopting a common specification of the national vehicle register, OJ L 305, 23.11.2007, p. 30.

⁽⁹⁾ Within the meaning of the Communication from the Commission - Guidelines on State aid for rescuing and restructuring non-financial undertakings in difficulty (OJ C 249, 31.7.2014, p. 1).

- (23) The Croatian authorities have confirmed that the aid scheme could only support the retrofitting of a maximum number of 2 000 freight wagons in line with the RRP. The aid amount granted by wagon will correspond to the total budget of the aid scheme, i.e. the budget will be divided by the total number of 2 000 wagons. The Ministry will evaluate the eligibility of the applications by order of receipt and will grant aid on a “first-come, first-served” basis until the limit of 2 000 wagons is reached. The aid will be granted through the conclusion of a grant agreement between the Ministry and the beneficiary.
- (24) The publication of the call for applications is envisaged by February 2025, with a deadline for applications in May or June 2025. The selection procedure and conclusion of the grant agreements will be finalised by July 2025. The projects will have to be implemented between July 2025 and June 2026 but actual payment of aid will be possible until 31 December 2026 at the latest.
- (25) Aid will only be granted to beneficiaries who have not started works on the retrofitting project at the time of the granting. Payment of the aid will be based on written evidence of the eligible costs incurred.

2.7. Budget and duration of the aid scheme

- (26) The overall budget of the aid scheme is EUR 2 700 000. The entire budget of the scheme is made available through the Recovery and Resilience Facility ⁽¹⁰⁾.
- (27) The Croatian authorities have confirmed that no aid will be paid out after 31 December 2026.

2.8. Cumulation

- (28) The aid may be cumulated with aid received under other local, regional or national schemes to the extent that the total aid intensity for the retrofitting of one wagon does not exceed 50 % of the eligible costs.

3. ASSESSMENT OF THE MEASURE

3.1. Existence of aid

- (29) Pursuant to Article 107(1) TFEU, *"any aid granted by a Member State or through State resources in any form whatsoever which distorts or threatens to distort competition by favouring certain undertakings or the production of certain goods shall, in so far as it affects trade between Member States, be incompatible with the internal market"*. The criteria laid down in Article 107(1) TFEU are cumulative. In order to determine whether a measure constitutes State aid, the following conditions have to be fulfilled:

- the measure is granted through State resources and is imputable to the State;

⁽¹⁰⁾ Regulation (EU) 2021/241 of the European Parliament and of the Council of 12 February 2021 establishing the Recovery and Resilience Facility, OJ L 57, 18.2.2021, p. 17.

- the measure confers an advantage on an undertaking;
 - the advantage is selective;
 - the measure distorts or threatens to distort competition and is liable to affect trade between the Member States.
- (30) The aid scheme is financed through the resources made available through the RRF assigned to Croatia (recital (26)) while being granted by the Ministry (recital (21)). RRF funds assigned to a Member State are under the control of the Member State and thus constitute State resources. The aid scheme is imputable to the State, since it the aid will be granted by the Ministry (recital (21)).
- (31) The aid scheme confers an advantage on its beneficiaries in the form of direct grants (recital (9)). The aid scheme thus relieves the beneficiaries of costs, which they would have to bear under normal market conditions.
- (32) The advantage granted under the aid scheme is selective, since the aid is granted only to certain undertakings, namely railway undertakings and other freight wagons owners and holders (recital (17)), while other undertakings in a comparable legal and factual situation (considering that all economic operators should, in principle, cover their own costs), will not be eligible for support under the notified measure and will thus not receive the same advantage.
- (33) In accordance with settled case-law ⁽¹¹⁾, for a measure to distort competition, it is sufficient that the recipient of the aid competes with other undertakings on liberalised markets. The Commission notes that when aid granted by a Member State strengthens the position of an undertaking compared with other undertakings competing in intra-Union trade, the latter must be regarded as affected by that aid. Since the aid scheme concerns the rail freight market, which has been liberalised ⁽¹²⁾, the Commission considers that the aid scheme is liable to distort competition and to have an effect on intra-Union trade.
- (34) The Commission therefore concludes that the aid scheme constitutes State aid within the meaning of Article 107(1) TFEU.

3.2. Lawfulness of the aid

- (35) By notifying the aid scheme before putting it into effect (recital (8)), the Croatian authorities respected the notification and standstill obligations laid down in Article 108(3) TFEU.

⁽¹¹⁾ Judgment of the General Court of 30 April 1998, *Het Vlaamse Gewest v Commission*, T-214/95, EU:T:1998:77, paragraph 50.

⁽¹²⁾ Following the first waves of liberalisation in the early 1990s and 2000s, Directive 2004/51/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 91/440/EEC on the development of the Community's railways, OJ L 164, 30 April .4.2004, p.164, established a right of access for railway undertakings in relation to the following types of services: international freight services from 1 January 2006; all types of freight services (national and international) from 1 January 2007. As a result, the rail freight market was opened to competition as of 15 March 2003 on the trans-European rail freight network, as of 1 January 2006 for international freight on the entire network and, from 1 January 2007, for rail freight cabotage. Therefore, rail freight transport is considered to have been fully liberalised at Union level since 1 January 2007 for both national and international services.

3.3. Legal basis for compatibility assessment of the aid scheme

- (36) Article 93 TFEU provides that “*aids shall be compatible with the Treaties if they meet the needs of coordination of transport [...]*”. As stated in point 89 of the Communication from the Commission - Community guidelines on State aid for railway undertakings (“the Railway Guidelines”)⁽¹³⁾, the concept of “coordination of transport”⁽¹⁴⁾ used in the TFEU 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 line with Union policy priorities. In this regard, the Commission notes that measures of coordination of transport can be needed when certain modes of transport do not bear the costs of the negative externalities which they impose on society.
- (37) The Commission observes that, as explained in recitals (3) to (6), the aid scheme aims at reducing noise pollution to render rail freight transport more attractive, which will encourage the development of rail freight transport and promote the modal shift from road to rail in Croatia.
- (38) In such context, the Commission notes that measures focused on the reduction of noise pollution in the rail transport sector may be needed when other modes of transport do not bear the costs of noise pollution they cause for the society. The Commission considers that the aid scheme aims at the coordination of transport. The Commission therefore concludes that Article 93 TFEU is the appropriate legal basis to analyse the compatibility with the internal market of the aid scheme.
- (39) As regards railway transport undertakings in particular, the rules for the interpretation of Article 93 TFEU have been set out in the Railway Guidelines, in particular in its section 6 “Aid for the coordination of transport”. The compatibility assessment of the notified aid scheme will therefore be carried out on the basis of Article 93 TFEU (aid for the coordination of transport), as interpreted by Section 6 of the Railway Guidelines, in particular its sub-section 6.3 (“Criteria for aid for rail infrastructure use, reducing external costs and interoperability”).
- (40) The Commission notes that the beneficiaries of the scheme are railway undertakings on the one hand, and other owners or holders of freight wagons on the other hand (recital (17)). In accordance with the Commission's decisional practice⁽¹⁵⁾, the principles set out in the Railway Guidelines concerning aid for

⁽¹³⁾ OJ C 184, 22.7.2008, p. 13.

⁽¹⁴⁾ See Commission Decision of 9 November 2011 in case SA.32632 (2011/N), Belgium, ETGE - Intermodal Container Terminal Genk, OJ C 82, 21.03.2012, p. 2; Commission Decision of 15 June 2011 in case SA.32224, Netherlands, Development of the Alblaserdam Container Transferium, OJ C 215, 21.7.2011, p. 22.

⁽¹⁵⁾ See e.g. Commission Decision of 9 February 2022 in case SA.62983 (2021/N) – RRF Spain – Aid scheme to remove barriers to interoperability in rail freight transport in Spain, OJ C 155, 8.4.2022, p. 1; Commission Decision of 15 May 2020 in case SA.53615 (2020/N, ex 2019/PN) – Italy – Interventions in favor of the city of Genoa, OJ C 206, 19.6.2020, p. 1; Commission Decision of 10 October 2019, in case SA.54990 (2019/N) – Italy – Aid in favour of rail freight transport in Emilia-Romagna region, OJ C 381, 8.11.2019, p. 7; Commission Decision of 20 December 2018 in case

the needs of transport coordination apply also when the direct beneficiaries of the scheme are not railway undertakings.

- (41) According to point 98 of the Railway Guidelines, aid for the needs of transport coordination can take several forms, such as aid for promoting interoperability, and, to the extent to which it meets the needs of transport coordination, aid for promoting greater safety, the removal of technical barriers and the reduction of noise pollution in the rail transport sector. Such aid is referred to as “interoperability aid”. The aid scheme aims at the reduction of noise pollution of rail freight wagons. The Commission will therefore assess the aid scheme as aid for promoting interoperability.

3.4. Compatibility of the aid scheme

- (42) For a given aid measure to be considered to “meet the needs” of transport coordination pursuant to Article 93 TFEU, it must be necessary and proportionate to the intended objective. Moreover, it must be transparent and non-discriminatory and undue negative effects on competition and trade in the Union must be avoided.

3.4.1. Development of the transport sector and contribution to the coordination of transport

- (43) The Commission notes that the noise-reduction objective of the aid scheme is aligned with the Union’s overarching policy goal to make the Union’s transport system achieve its green and digital transformation and reach the climate targets as defined in “The European Green Deal”⁽¹⁶⁾ and the Sustainable and Smart Mobility Strategy. By alleviating the noise pollution concerns associated with rail freight transport, the aid scheme is indeed expected to indirectly contribute to a faster development of the rail freight transport and foster shift from road transport to rail, in line with the objectives of the Commission’s Communications on the European Green Deal and the Sustainable and Smart Mobility Strategy.
- (44) Furthermore, the “Communication from the Commission on measures to reduce rail noise in relation to the existing fleet”⁽¹⁷⁾ indicates that noise is one of the most widespread threats to public health in industrialised countries and that retrofitting the freight wagon fleet with composite brake pads is the most effective technical measure to reduce noise emissions. Such reduction in noise at source is also considered to be more cost-effective than investment in noise reduction measures for existing and new rail tracks. The Commission’s Staff working document “Rail freight noise reduction”⁽¹⁸⁾ highlights the high noise reduction costs for freight wagons, which can negatively affect the competitiveness of the

SA.50115 (2018/N) – Italy – Intermodal rail transport of iron slabs in the FVG region, OJ C 90, 08.3.2019, p. 2.

⁽¹⁶⁾ COM (2019) 640 final of 11.12.2019, available at: https://commission.europa.eu/strategy-and-policy/priorities-2019-2024/european-green-deal_en

⁽¹⁷⁾ Communication from the Commission to the European Parliament and the Council - Rail noise abatement measures addressing the existing fleet (COM/2008/0432 final).

⁽¹⁸⁾ Commission Staff Working Document from 22 December 2015, Rail freight noise reduction, SWD(2015) 300 final.

rail freight sector and concludes that public financial support to wagon owners and/or holders can accelerate retrofitting.

- (45) In line with its case practice ⁽¹⁹⁾, the Commission therefore concludes that the aid scheme pursues the objective of coordination of transport as it contributes to the reduction of noise pollution in the rail transport sector and thus to a greater societal acceptance of the development of rail freight transport by reducing its negative impact on the population neighbouring railway lines and terminals (see recitals (4) and (38)).

3.4.2. *Necessity, proportionality and incentive effect of aid*

- (46) According to point 106 of the Railway Guidelines, the eligible costs for interoperability aid cover, to the extent to which they contribute to the objective of coordinating transport, all investments relating to noise reduction in rolling stock.
- (47) The Commission notes that the eligible costs under the aid scheme are the costs for the replacement of braking systems of freight wagons by composite brake pads. Hence, the eligible costs are limited to the retrofitting costs that are necessary to achieve noise reduction in wagons. Therefore, the Commission concludes that the eligible costs under the aid scheme correspond to the eligible costs for interoperability aid in line with recital 106 of the Railway Guidelines.
- (48) Point 107(c) of the Railway Guidelines provides that the necessity and proportionality of the aid is presumed if the interoperability aid does not exceed 50 % of the eligible costs.
- (49) The Commission notes that the maximum aid intensity under the notified aid scheme does not exceed 50 % of the eligible costs (recital (10)). The aid scheme can therefore be presumed to be necessary and proportionate in accordance with point 107(c) of the Railway Guidelines.
- (50) Point 110 of the Railway Guidelines provides that: “At any rate, where the aid recipient is a railway undertaking it must be proved that the aid really does have the effect of encouraging the modal shift to rail. In principle this will mean that the aid has to be reflected in the price demanded from the passenger or from the shipper, since it is they who make the choice between rail and the more polluting transport modes such as road”.
- (51) The Commission notes that information regarding the aid scheme will be publicly available (recital (22)) and considers that the aid will ensure that prices, despite the investment made to ensure the retrofitting of wagons, will remain stable to the extent possible as beneficiaries will not need to recoup all the investment cost via

⁽¹⁹⁾ See e.g. Commission Decision of 16 December 2019 in case SA.55443 (2019/N), Poland, Aid for the implementation of projects to reduce noise emissions by freight wagons, OJ C 59, 21.2.2020, p. 10; Commission Decision of 9 February 2022 in case SA.62983 (2021/N) – RRF Spain – Aid scheme to remove barriers to interoperability in rail freight transport in Spain, OJ C 155, 8.4.2022, p. 1; Commission decision of 28 July 2021 in case SA.60499 (2020/N) — Belgique — Régime d’aides au post-équipement des wagons pour réduire les nuisances sonores du transport ferroviaire de marchandises, OJ C 242, 24.6.2022, p. 2.

price increases. The aid will hence be reflected in the price demanded from customers. The Commission furthermore acknowledges that noise pollution has an important impact on the environment. The Commission therefore considers that, over time, the reduction of noise associated to the use of modern composite brake pads will lead to better societal acceptance of rail transport at large and ultimately will lead to a modal shift. The Commission therefore concludes that the requirements set out in point 110 of the Railway Guidelines are met.

- (52) The Commission notes that the aid scheme covers only costs related to investments to achieve noise emission standards for existing wagons which are not mandatory (recital (16)). In the absence of such mandatory noise reduction standards applicable to existing rail freight wagons, beneficiaries would not have sufficient incentives to replace the brakes of those wagons and to bear the additional costs associated to these retrofitting operations. The Commission therefore concludes that the aid scheme has an incentive effect.

3.4.3. Non-discrimination

- (53) The Croatian authorities have confirmed that all eligible railway undertakings and wagon owners and holders using the Croatian railway network will be treated on equal terms under the aid scheme and thus that the aid is granted on non-discriminatory terms. The Commission notes that the national legal basis together with the call for applications will be publicly available (recital (22)).

3.4.4. Distortion of competition and trade between Member States

- (54) The Commission notes that the aid scheme will contribute to a shift from road towards rail transport by enhancing societal acceptance of expanding rail freight transport (see recitals (3) to (6)). In this respect, the Commission takes note that the aid is limited to the financing of investments which further enhance interoperability and thus reduce the imbalances between rail freight transport and more polluting modes, in particular road transport.
- (55) Aid under the aid scheme will facilitate the development and coordination of transport in Croatia, while at the same time supporting the modal shift to rail, a more sustainable transport mode. Given that the aid scheme is a necessary and proportionate (see Section 3.4.2) means to ensure the protection of residents from noise pollution, has an incentive effect, and is accessible to all railway undertakings and wagon owners and holders operating in Croatia, the Commission considers that the aid avoids undue negative effects on competition and does not give rise to a distortion of competition to an extent contrary to the general interest of the Union in accordance with point 96 of the Railway Guidelines.
- (56) Finally, as stated in point 97 of the Railway Guidelines, in view of the rapid development of the transport sector, and hence the need for coordinating it, an aid notified to the Commission for the purpose of obtaining a decision on the basis of Article 93 TFEU has to be limited to a maximum of five years in order to allow the Commission to re-examine it in the light of the results obtained and, where necessary, to authorise its renewal. Considering that the aid will be granted by 30 June 2026 following a single call for applications in 2025, this condition is also fulfilled.

3.4.5. *Conclusion on compatibility of aid*

- (57) In light of the above, the Commission concludes that the notified scheme fulfils the criteria of section 6.3 of the Railway Guidelines and can therefore be considered to meet the needs of coordination of transport pursuant to Article 93 TFEU.

4. Conclusion

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 of the Treaty on the Functioning of the European Union.

The decision is based on non-confidential information and is therefore published in full on the Internet site: <https://competition-cases.ec.europa.eu/search?caseInstrument=SA> .

Yours faithfully,

Done at Brussels, 22.1.2025

For the Commission

Teresa RIBERA
Executive Vice-President

