



**MARCO POLO**  
NEW WAYS TO A GREEN HORIZON

# For a Sustainable Freight Transport in Europe

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**TEN-T European info Day  
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<http://ec.europa.eu/marcopolo>

## Programme Overview

- **Objective: “shifting freight off the road”**
  - ▶ Road freight transport estimated to grow by 50% in 2030
  - ▶ Objective MP reduce by more than 20 billion tkm/year in EU-27 over the period 2007 – 2013 (see NB)
- **Targets:**
  - ▶ Business-driven projects
  - ▶ International freight – EU (except aviation)
  - ▶ Services only no research, studies or (core) infrastructure
- **Eligibility:**
  - ▶ Commercial undertakings (both public and private)
  - ▶ EU-27 Member States + Iceland, Norway, Liechtenstein and Croatia
  - ▶ European dimension of the actions

NB: if a truck drives 100 km with a 20 tons load = 2.000T\*Km



## Transfer of Marco Polo to EACI

- **Transfer of operational management of MP from DG TREN to EACI**
- **Official handover from Commission to EACI occurred on 1 March 2008**
- **Financial capacity since 1 of June 2008**
- **Taken over negotiations for the Call 2007**
- **Taken over evaluation of the Call 2008**
- **In 2008, around 100 industrial projects running (including last projects from 2003 and 2008 newcomers)**



## Role of EACI – Management of MP Unit

- Complete management of the grants life cycle
- Prepare annual calls
- Evaluate annual calls from 2008 onwards
- Prepare and sign new grant agreements (call 2007 and...)
- Follow-up and control of contracts
- Review and analyse technical and financial reports
- Execute intermediate and final payments
- Terminate/close contracts
- Organise dissemination of results and increase visibility of the programme



## The 5 Key Actions

- **1 – Shifting freight** from roads to more environmental-friendly modes of transport
- **2 – Creating synergies** between companies willing to overcome structural market barriers
- **3 – Making a more effective use of the motorways of the sea** in combination with other modes
- **4 – Promoting traffic avoidance** by targeting practices of transporters and the industry at large
- **5 – Encouraging cooperation** amongst the key logistic players





## Modal Shift Actions

- From **road** to **other modes** offering a more controlled impact on the traffic:
  - ▶ **Short-sea shipping** (no deep sea freight transport)
  - ▶ **Inland waterways** (leveraging the internal ports)
  - ▶ **Rail cargo** (e.g. shuttle services)
- Measured in T\*kms shifted
- By far the most popular action to date - over 80% of all projects
- Max subvention duration 3 years





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## Motorways of the Sea Actions

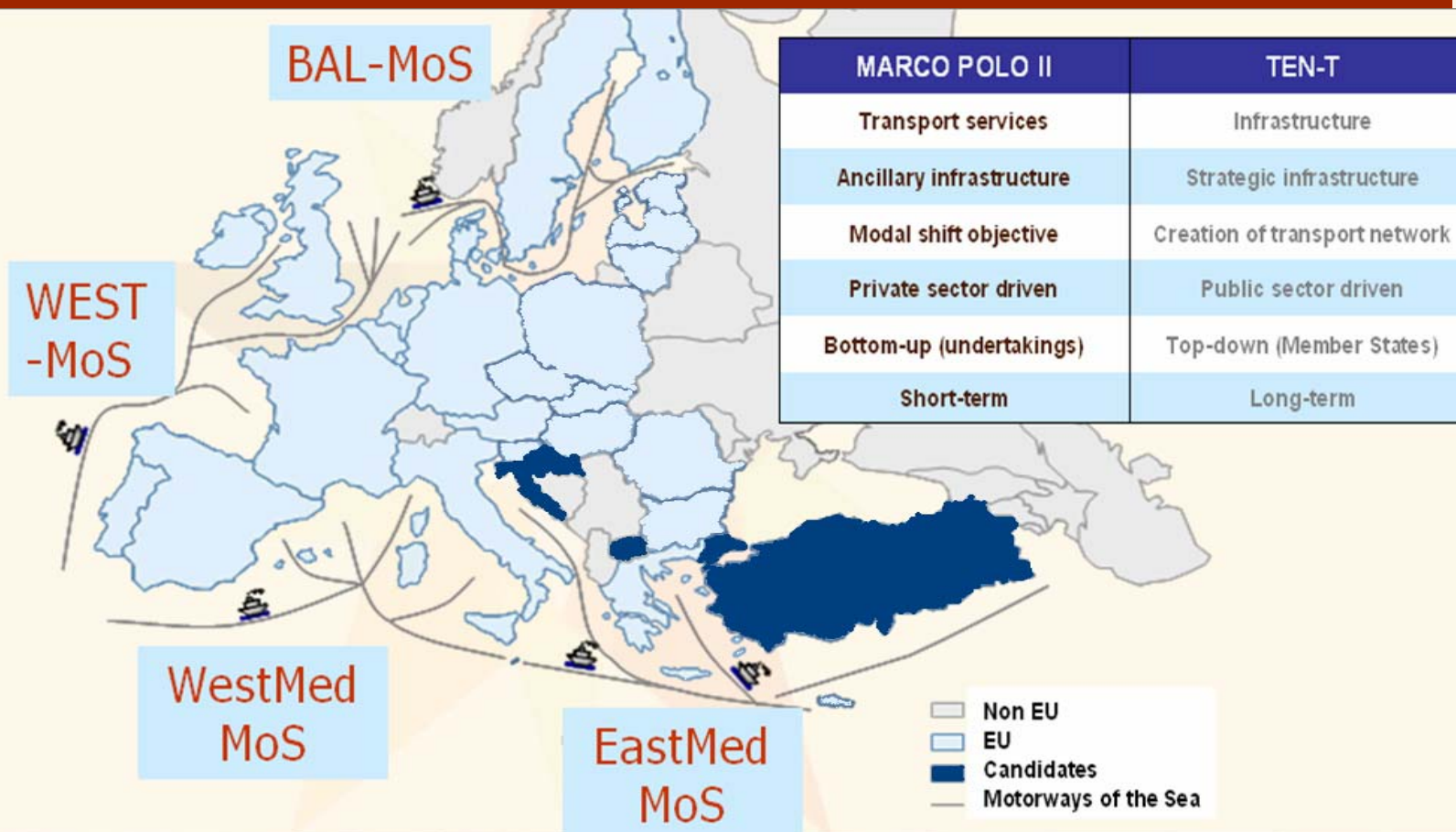
- Use of regular maritime lines in combination with other modes of transport
- With an eye on the short-term, business-driven services
- An effective alternative to bypass natural inland barriers (Alps, Pyrenees, Balkans )and keep away from congested roads
- Based on TEN-T MoS priority ports
- Max subvention duration: 5 years





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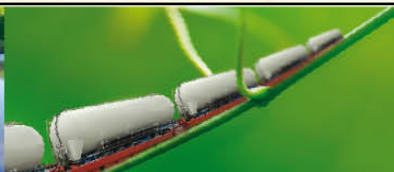
## The Motorways of the Sea Concepts TEN vs MP



<http://ec.europa.eu/marcopolo>



Acronym	Year	Destinations		Area
Bridge over Europe	2004	Bilbao - UK, DE		Atlantic
Iberlim	2004	Portugal - Paris		Atlantic
Maris	2004	Livorno - Valencia		Med
ATTAC	2005	Civitavecchia - Toulon		Med
BASS	2005	Rostock - Ventspils (LV)		Baltic
Marocco Seaways	2005	Genoa-Barcelona-Tangiers		Med
Scapemed	2005	Portugal - Genoa		Med
ZEST	2005	Zeebrugge - Esbjerg (Norway)		Atlantic
<b>Ro-Ro Past France</b>	<b>2007</b>	<b>Zeebrugge - Bilbao</b>	<b>MOS</b>	<b>Atlantic</b>
WestMed Bridge	2007	Civitavecchia - Barcelona		Med
Rigamodal	2007	Antwerp - Rotterdam - Bremerhaven - Riga		North - baltic
Nethpola	2007	Rotterdam - Gdynia/Gdansk + Bremerhaven		North - baltic
Ceramica 2	2007	Sassuolo - Castelon de la Plana		Med





Acronym	Year	Destinations	Area
Albatross	2007	Livorno - Barcelona	Med
Reefer Express	2007	Bilbao – UK - Rotterdam	Atlantic
Gulf Stream	2007	Santander - Poole	Atlantic
AVELINE	2008	Lübeck - Liepaja (LV)	Baltic
Kobalink	2008	Koper (SL) - Barcelona	Adria - Med
SCADAE	2008	Venice/Koper/Ravenna - Salonika (GR)	Adriatic - Med
Dutch Russian Lo-Lo	2008	Harlingen (NL) - Ventspils (LV)	North – Baltic
IGOR	2008	Antwerp - Hamina (Fin)	North – Baltic
KOTCAR	2008	Antwerp/Hamburg/Bremerhaven - Kotka (Fin)	North – Baltic
OBSTE	2008	Lübeck - St Petersburg (RU)	Baltic
Ulysses	2008	Genoa/Catania - Patras/Igoumenitsa	Med
INKATRASYS	2008	Bari (IT) - Bar (Serbia)	Adriatic
Enercon	2008	Germany - Portugal	Atlantic



## Marco Polo – General overview 2003-2008

<b>Funded projects</b>	<b>102</b>
<b>Ongoing projects</b>	<b>63</b>
<b>Shifted freight over the period up to date (T*km)</b>	<b>21.6 billion</b>
<b>Planned shift over 2003-2008 contracts (T*km)</b>	<b>91.8 billion</b>
<b>Call 2009 available budget</b>	<b>€62 M</b>
<b>Available budget 2007-2013</b>	<b>€465 M</b>



## The current situation

- Increasing political will for a greener transport
- More funds and new financial tools to launch new initiation
- MP budget multiplied by 4 between MP I and MP II
- MP regulation revisited to make programme more attractive





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## ■ Novelties for the call 2009

- ▶ From 1€/ 500tkm → 2€/ 500tkm (double funding intensity)
- ▶ Priority of 10% of budget for Inland Waterways
- ▶ Call open for 3 months (end 8th May 2009)



## Call 2009

<b>Publication</b>	<b>9th February 2009</b>
<b>Deadline for proposals</b>	<b>8th May 2009</b>
<b>Opening session</b>	<b>Mid May 2009</b>
<b>Evaluation by external experts</b>	<b>Early June 2009</b>
<b>Evaluation Committee EACI</b>	<b>End June 2009</b>
<b>List of proposed projects to be funded</b>	<b>End July 2009</b>





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**Thank you for your attention**

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[www.ec.europa.eu/marcopolo](http://www.ec.europa.eu/marcopolo)