

Annex II: Summary description of the second Marco Polo programme. Reg. 1692(2006)

The objective of the second Marco Polo programme is set in its legal basis, where it is stated that the Programme aims to compensate substantially the estimated growth in international road freight for the period 2007 to 2013 of 20.5¹ billion tonne-kilometres per year in Europe. The available budget for this Programme is €450 million for the period 2007/2013.

The Programme was preceded by the first Marco Polo, for the period 2003/2006, with an available budget of €102 million and a general objective of a yearly modal shift of 12 bn tkm.

The main differences between the two Programmes relate to the budget, the scope (to take account of enlargement) and the general and specific objectives (the first Marco Polo did not include Motorways of the Sea nor Traffic avoidance projects).

The goals of the Programme should be achieved by giving support to sustainable initiatives stemming from the transport industry with the aim to avoid or shift freight transport off the roads. The Programme is implemented through yearly calls for proposals which offer support to five kinds of initiatives: modal shift, catalyst, common learning, Motorways of the sea and traffic avoidance projects. The Programme's support is limited to 35% of the eligible costs of the projects, 50% for common learning actions.

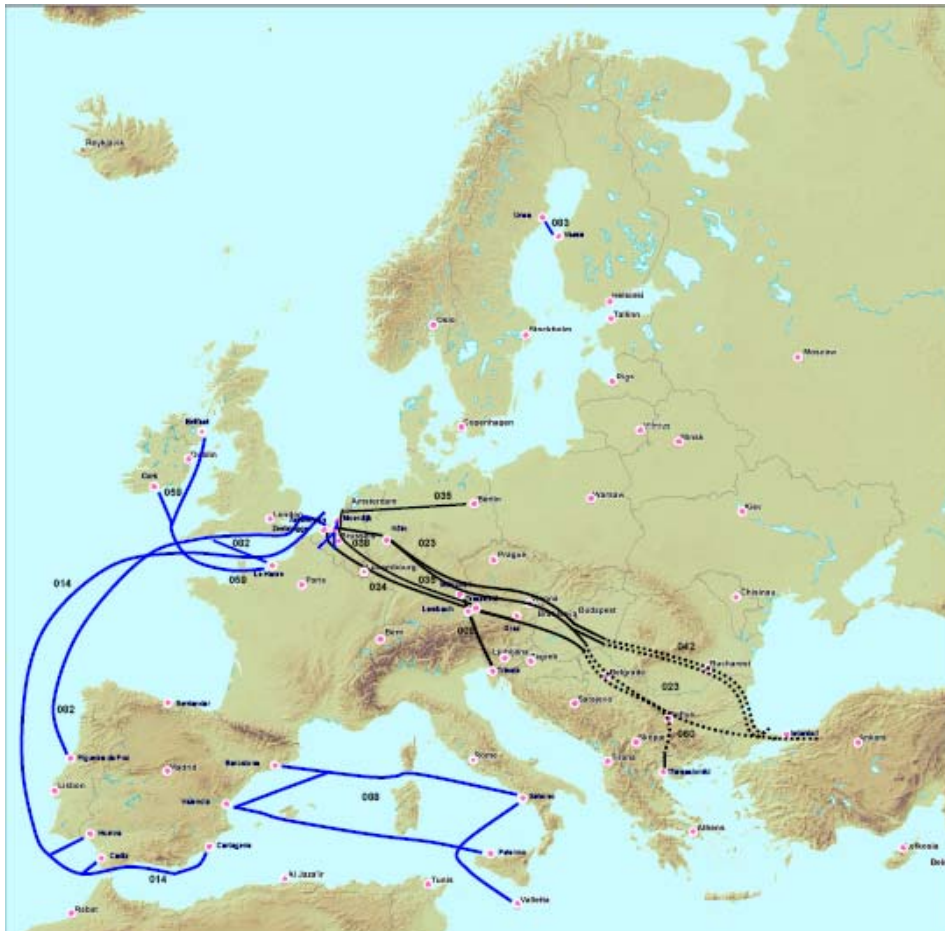
- **Modal shift projects:** Meaning any action directly, measurably, substantially and immediately shifting freight from road to short sea shipping, rail, inland waterways or a combination of modes of transport in which road journeys are as short as possible, without being a catalyst action; this includes, where appropriate, actions where modal shift is brought about by the development of an existing service. This action represents 80% of the support given by the first Marco Polo programme. The first call of the second Marco Polo programme shows a 62% of requested support, whereas the second call shows a request for funding for 66% of the total subvention request for this kind of action.
- **Catalyst projects:** Meaning any innovative action aimed at overcoming significant structural barriers in the Community freight transport market which impede the efficient functioning of the markets, the competitiveness of short sea shipping, rail, or inland waterway transport, and/or the efficiency of transport chains making use of these modes, including the modification or creation of ancillary infrastructure; for the purpose of this definition, such structural barriers shall mean any non-regulatory, factual and non-temporary impediment to the proper functioning of the freight transport chain. This action represents 16% of the support given by the first Marco Polo programme. The two calls of the second Marco Polo programme show the same weight for this kind of action.
- **Common learning actions:** Meaning any action aimed at improving cooperation for structurally optimising working methods and procedures in the freight transport chain, taking into account the requirements of logistics. This action represents 4% of the support given by the first Marco Polo programme. The second call of the second Marco Polo programme shows a similar weight in terms of subvention requested, but for the first one this action represented an 8% of the total requested support.

¹ PRIMES model, included in the Commission report "European Energy and Transport trends to 2030"

- Motorways of the Sea projects: Meaning any innovative action directly shifting freight from road to short sea shipping or a combination of short sea shipping with other modes of transport in which road journeys are as short as possible. Actions of this kind may include the modification or creation of the ancillary infrastructure required in order to implement a very large-volume, high-frequency intermodal maritime transport service, including, preferably, the use of the most environmentally-friendly transport modes, such as inland waterways and rail, for hinterland freight transport and integrated door-to-door services. This kind of action was introduced by the second Marco Polo programme and is showing a level of subvention requested of 8% in the first call and 14% in the second.
- Traffic avoidance projects: Meaning any innovative action integrating transport into production logistics to avoid a large percentage of freight transport by road without adversely affecting production output or workforce. Actions of this kind may include the modification or creation of ancillary infrastructure and equipment. This kind of action was introduced by the second Marco Polo programme and is showing a level of subvention requested of 6% in the first call and no subvention request in the second.

The regional distribution of the projects depends exclusively on the transport market situation and has been the following:

CALL 2003:



CALL 2004:



CALL 2005:



CALL 2006:

