



MARCO POLO
NEW WAYS TO A GREEN HORIZON

Marco Polo Programme: Environmental dimension of transport

Joint Short Sea Shipping and Motorways of the Sea Focal Points and Short Sea Promotion Centres meeting

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for Mobility
and Transport



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Marco Polo I and II programmes (1)

- Objective: reduce road congestion and to improve the environmental performance of the freight transport within the European Union and to enhance intermodality while contributing to an efficient and sustainable transport system;
- Marco Polo I (2003-2006): to support intermodal services and alternatives to road-only transport until commercial viability:
 - Budget: € 102 million;
 - 4 Calls for proposals published;
 - 3 different action types: Modal shift actions, Common learning actions and Catalyst actions;



Marco Polo I and II (2)

- Marco Polo II (2007-2013): continuation of MP I with higher budget and extended scope
 - Budget 450 M €;
 - New action types: Motorways of the Sea and Traffic Avoidance actions;
- Since 1/03/2008 the Programme is managed by the Executive Agency for Competitiveness and Innovation (EACI).

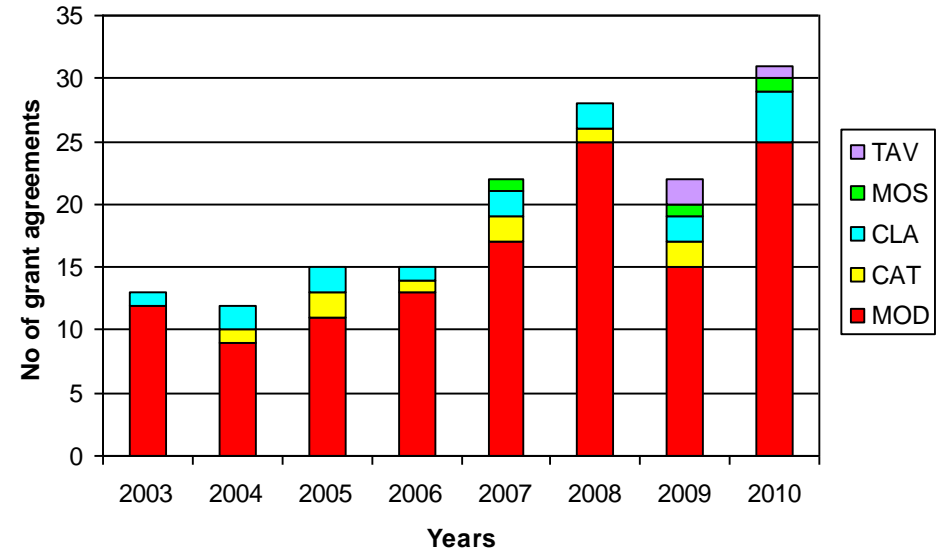


Supported type of actions

- **5 action types:**

- **Modal Shift** - Actions shifting as much freight as possible from road to short sea shipping, rail and inland waterways.
- **Catalyst Actions**- Changing the way non-road freight transport is conducted in the Community, overcoming structural market barriers in European freight transport through a highly innovative concept.
- **Common Learning Actions** - Enhancing knowledge in the freight logistics sector and foster advanced methods and procedures of co-operation in the freight market.
- **Motorways of the Sea** - Any innovative action directly 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.
- **Traffic Avoidance Actions** - Any innovative action integrating production into transport logistics to timely avoid a large percentage of transport of any mode while maintaining overall production output and production workforce on EU territory.

from 2003 to 2010





General conditions for participation (1)

- all segments of international freight (except air);
- legal entity: commercial undertakings only (private or public);
- eligible for EC-funding: EU-27 Member States + EFTA [& EEA] States after conclusion of specific agreement [Iceland, Norway, Liechtenstein without Switzerland] + Candidate and close third countries after Memoranda of Understanding [Croatia];
- grant calculated on the basis of three elements: eligible costs, modal shift (traffic avoidance) actually realised, cumulated deficit during the funding period;
- measurable results of the projects: modal shift (traffic avoidance) actually realised;
- services only < > no research, studies or (core) infrastructure;



General conditions for participation (2)

- eligible costs: only costs incurred after submission date of the application – even if the action starts earlier;
- no profit allowed: during the (accumulated) years for funding;
- no state aid allowed: maximum combined public grant allowed = (35% - 50%);
- viability: the project should show profit and continue after MP funding;
- no unacceptable distortion of competition: a detailed justification must be given;
- credibility essential: proven by letters of intent, good business plan, market study etc.;
- financial and technical capacity to be demonstrated.



Marco Polo Work Programme 2011

- Marco Polo Work Programme 2011 adopted in March 2011 – new environmental requirements and restrictions for SSS – type of proposals;
- Internal and external consultations;
- Amended Work Programme 2011 adopted in October 2011 (for SSS):
 - Opening up the programme for all the eligible maritime proposals;
 - Reinforced proposals' evaluation process with respect to the maritime project proposals as regards possible effects of distortion of competition;
 - Measures supporting environmentally friendly freight maritime services.
- Call 2011 published in October 2011;
- Submission date: 16 January 2011.



Political priority for “green” maritime projects

- Political priority for SSS-based projects which implement innovative technologies or operational practices which significantly reduce polluting emissions of maritime transport:
 - use of low sulphur fuels with lower percentage of sulphur content than the one legally binding at the moment of the submission of the proposal and during the implementation of the action, and no more than 0,1% for the SECAs and 0,5% for other areas;
 - LNG powered vessels;
 - vessels operating scrubber technologies for the cleaning of exhaust emissions;
 - vessels using shore side electricity;
- Modal shift actions, Motorways of the Sea actions and Catalyst actions;
- Modal shift required: thresholds foreseen for each action type;
- All the criteria established under the programme shall be satisfied;
- 10% budgetary reservation;
- Establishment of the final ranking of the proposals.



Award criteria – extra points

- Award criteria introduced for the proposals' evaluation process;
- Demonstrated environmental benefits and external costs savings;
- Three extra points to be awarded to proposals implementing innovative technologies or operational practices which significantly reduce polluting emissions of maritime transport:
 - use of low sulphur fuels;
 - LNG powered vessels;
 - vessels operating scrubber technologies for the cleaning of exhaust emissions;
 - vessels using shore side electricity;
- Modal shift actions, Motorways of the Sea actions and Catalyst actions.



Thank you for your attention!

For further information:

http://ec.europa.eu/transport/marcopolo/index_en.htm