



# Marco Polo II Programme: „Yes, we can...“

**Pawel Stelmaszczyk**

Head of Unit

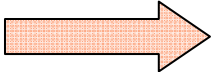
Logistics, co-modality, inland waterways,  
Motorways of the Sea & Marco Polo

**Directorate-General for Energy & Transport**  
**European Commission**



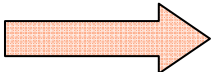
# MARCO POLO PROGRAMME - KEY FACTS:

**MARCO POLO 2007**



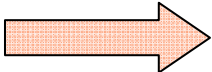
**Enters into force on December 2006  
First call in 2007**

**MARCO POLO 2008**



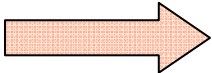
**- Few proposals received, lack of interest  
- Executive Agency for Competitiveness  
and Innovation (EACI)  
entrusted with managing Marco Polo**

**MARCO POLO 2009**



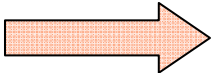
**50% more proposals received**

**MARCO POLO II  
2010/13**



**Revised rules applicable**

**MARCO POLO III  
BEYOND 2013**



**Reflection starts in 2010**



## MARCO POLO II: MAIN TARGETS & OBJECTIVES

- ▶ **Objective:** shift or avoid international increase in road freight on the road (road freight transport estimated growth of 20.5 billion tkm/year in EU-25 in the period 2007 to 2013)
- ▶ **Target areas:**
  - ▶ Risk funding, business-driven
  - ▶ All segments of international freight (except air)
  - ▶ Services only <> no research, studies or (core) infrastructure

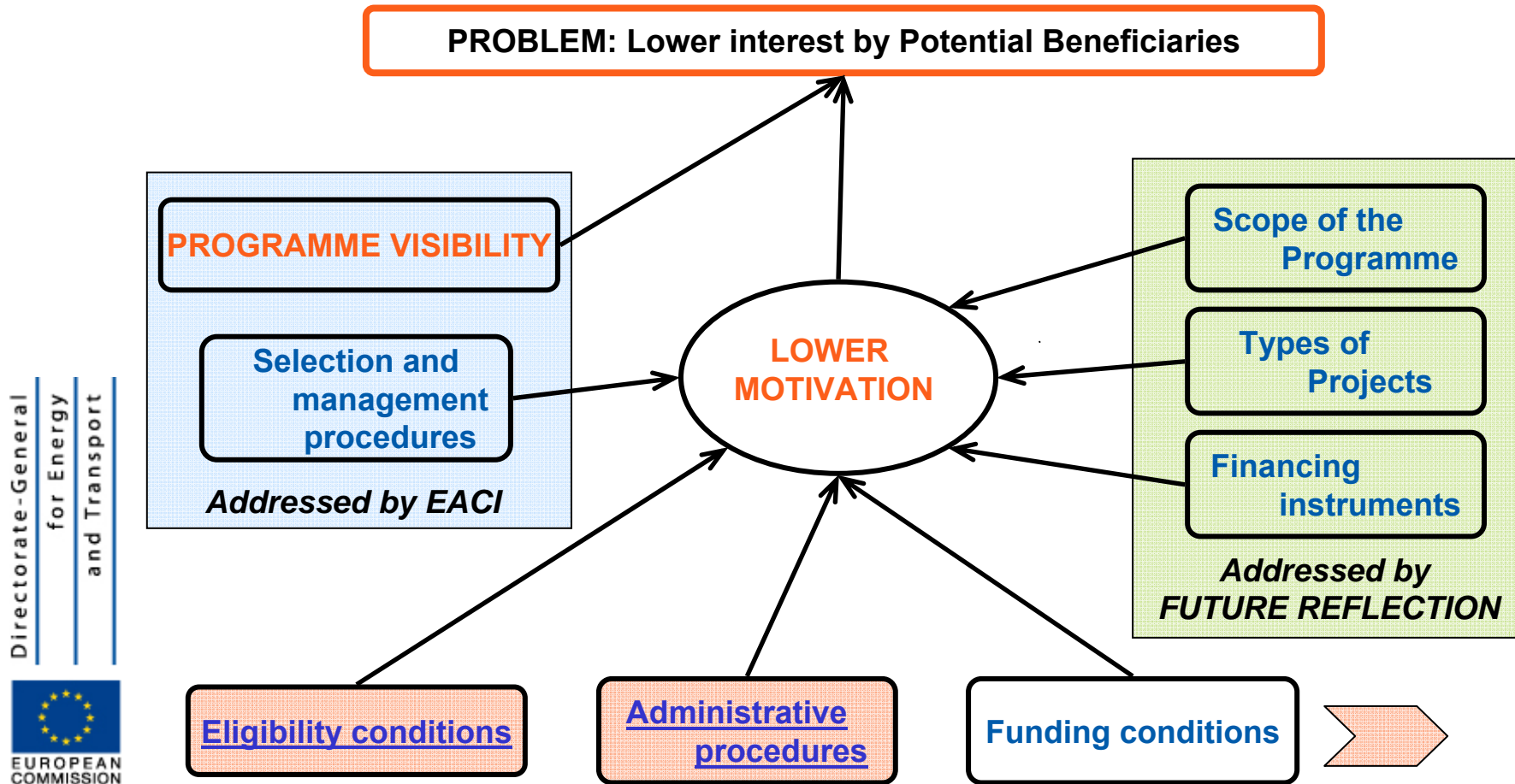


## MARCO POLO II: THE FUTURE OF TRANSPORT IS GREEN...

- ▶ Continuation of Marco Polo I in larger scale and greater scope
- ▶ Duration: 2007-2013
- ▶ Budget: 450 M €
  - ➔ more than twofold increase of annual budget
- ▶ Five action types:
  - Modal shift
  - Catalyst
  - Common learning
  - Motorways of the Sea
  - Traffic Avoidance Actions



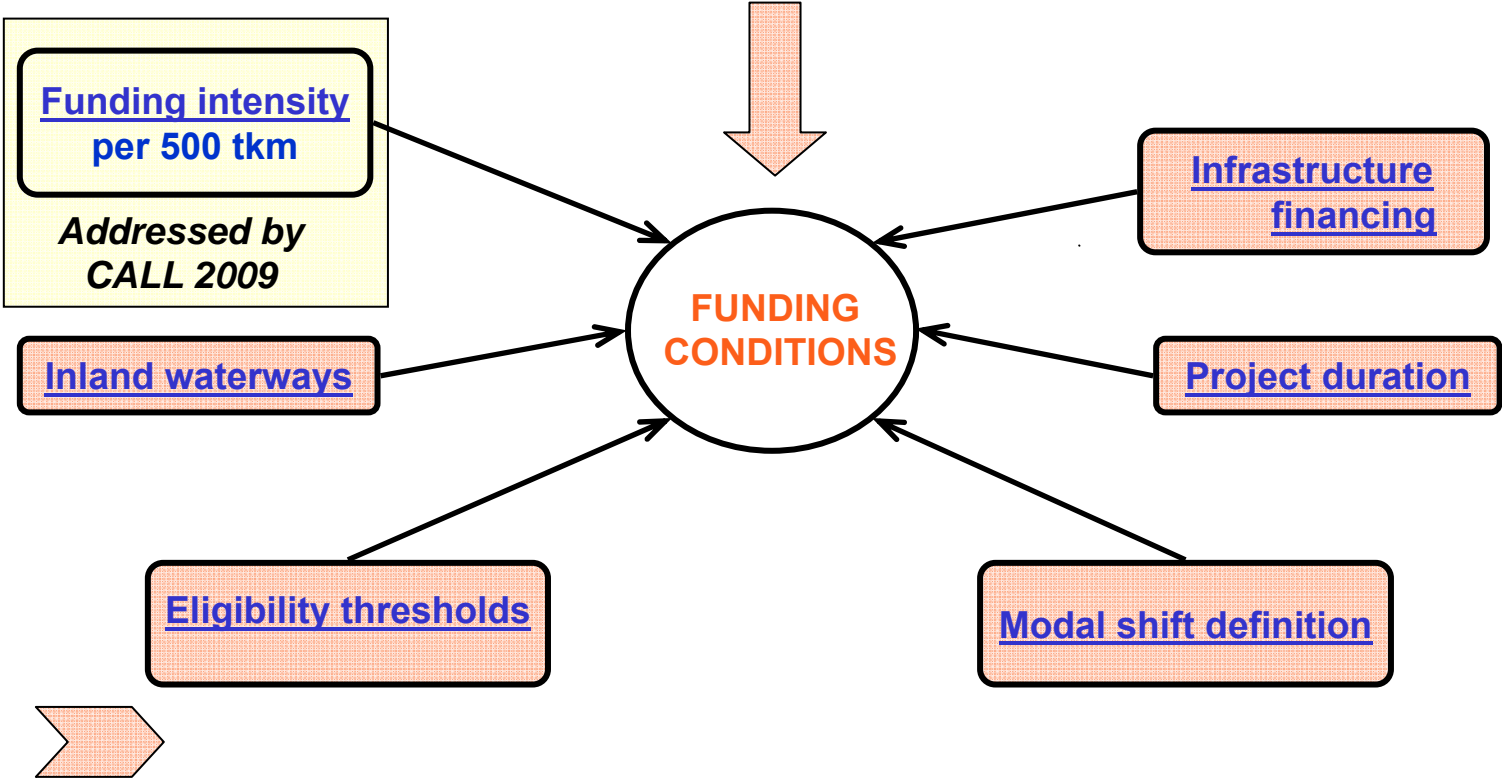
# MARCO POLO II: OUR CHALLENGE 2008 (1)





# MARCO POLO II: OUR CHALLENGE 2008 (2)

**PROBLEM: Lower interest by Potential Beneficiaries**

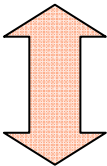




# MARCO POLO II: ENCOURAGING RESULTS 2009

## COORDINATED MEASURES

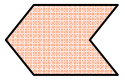
**Commission:**  
Doubling of funding intensity  
€1 → €2 per 500tkm/25vkm



**EACI:**  
Upgrade programme visibility  
and contacts with industry

**50% more proposals received**  
**200% more subvention requested**

Directorate-General  
for Energy  
and Transport





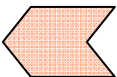
# MARCO POLO II: MID-TERM REVIEW 2010-13 (1)

## ELIGIBILITY CONDITIONS

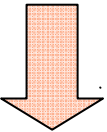
Directorate-General  
for Energy  
and Transport



Proposals to be submitted by:



A consortium of two undertakings established in two MS, save exceptions



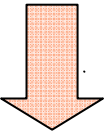
Undertakings or consortia established in Member States or participating countries



# MARCO POLO II: MID-TERM REVIEW 2010-13 (2)

## ADMINISTRATIVE PROCEDURES

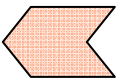
Two comitology processes, involving Member States committee and European Parliament.  
Project cycle=470 days



One comitology process, detailed rules for submission applicable to all calls.  
Project cycle shorter than 365 days  
The selection of projects is no longer subject to comitology but to a simpler information system

**Project cycle:**

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and Transport



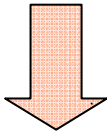


# MARCO POLO II: MID-TERM REVIEW 2010-13 (3)

## INLAND WATERWAYS

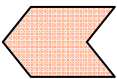
Eligibility threshold:

No specific threshold for IWT projects



13 million tkm shift per year for modal shift projects

Directorate-General  
for Energy  
and Transport

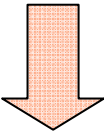




# MARCO POLO II: MID-TERM REVIEW 2010-13 (4)

## ELIGIBILITY THRESHOLDS

Modal shift: 250M tkm + €0,5M grant  
Catalyst: €2M grant  
Common learning: €250 000  
MoS: 1.25B tkm + €2M grant  
TAV: 500M tkm + €1M grant+10% avoidance

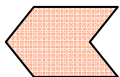


Modal shift: 60 million tkm  
Catalyst: 30 million tkm  
MoS: 200 million tkm  
TAV: 80 million tkm  
Common learning: €250 000

} Per year

Eligibility thresholds:

Directorate-General  
 for Energy  
 and Transport



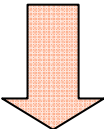
These thresholds are computed over the whole period of project implementation, without setting any yearly rate of implementation



# MARCO POLO II: MID-TERM REVIEW 2010-13 (5)

## MODAL SHIFT DEFINITION

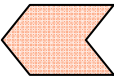
Modal shift calculation restricted to freight only



Modal shift includes the goods transported plus the intermodal transport unit plus the road vehicle, including empty intermodal transport units and empty road vehicles, if these are shifted off the road

Tkm calculation:

Directorate-General  
for Energy  
and Transport

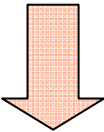




# MARCO POLO II: MID-TERM REVIEW 2010-13 (6)

## PROJECT DURATION

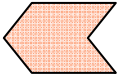
No minimum duration  
No possibilities for time extension  
Common learning: 26 months



Minimum duration for projects CAT, MOS and TAV:  
**3 years**  
Extension possibilities for all projects: 6 months in exceptional justified cases, including economic downturn  
Common learning: up to 52 months if justified

**Cost and tkm eligibility period:**

Directorate-General  
for Energy  
and Transport



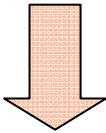


# MARCO POLO II: MID-TERM REVIEW 2010-13 (7)

## INFRASTRUCTURE FINANCING

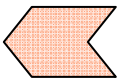
**Calculation of subsidy for expenditure on ancillary infrastructure:**

**Complex set of conditions and exceptions for subsidy to ancillary infrastructure costs**



**Subsidy to ancillary infrastructure costs as for any other eligible costs with two limits:**

- 20% limit of eligible costs
- €2 per 500tkm avoided or shifted

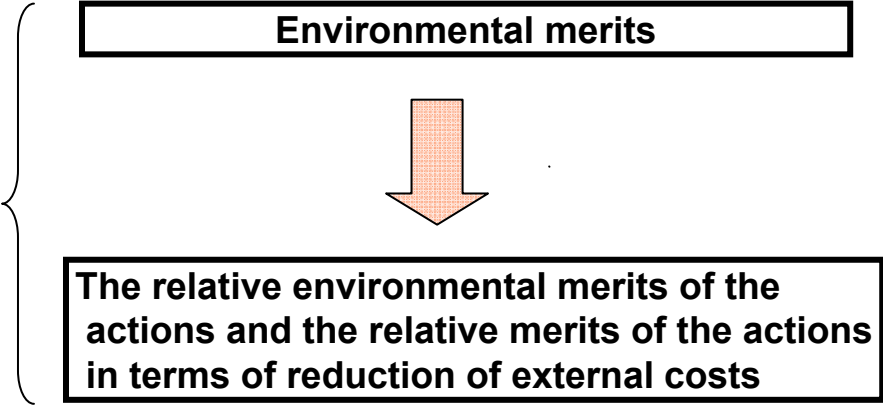




# MARCO POLO II: MID-TERM REVIEW 2010-13 (8)

## SELECTION OF PROPOSALS

**Criterion for selection of projects (among other):**



**As a result of the « Greening Transport Package »**



## MARCO POLO II: LOOKING AHEAD... TIMELINE BEYOND 2013

### Timing of the reflection process:

- **Q1 2010: Launch of a study on Marco Polo Programme beyond 2013**
- **H2 2010: Public consultation**
- **Mid-2011: Communication and a possible new legislative proposal**



# Thank you for your attention!

For further information:

[http://ec.europa.eu/transport/index\\_en.html](http://ec.europa.eu/transport/index_en.html)