



MARCO POLO | 
NEW WAYS TO A GREEN HORIZON

PRESS PACK

for the European Info Day

Brussels, 4 February 2009

CHARLEMAGNE BUILDING

THIS PACK CONTAINS:

Press Invitation

2009 Call Press Briefing

Marco Polo Factsheet

2008 Call Project List

EACI Speakers' Background

EACI Speakers:

Patrick Lambert, *Director*

Patrick Vankerckhoven, *Head of the Marco Polo Unit*

For more information on the Marco Polo II programme visit:

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



-- PRESS INVITATION --

The Marco Polo European Info Day

Wednesday 4th February 2009

Brussels, Charlemagne Building (Room S3)

Dear Colleague,

You are cordially invited to attend the first **Information Day about the Marco Polo programme**. This event is being organised by the Executive Agency for Competitiveness and Innovation (EACI).

Marco Polo is the **only** EU funding programme dedicated to freight transport. It supports projects that aim to shift freight from the road to the sea, rail and inland waterways, while reducing the congestion on Europe's roads.

In the coming years, Marco Polo is projected to move over 42 billion tonne-kilometers off the road - the equivalent of over **half a billion trucks a year** travelling between Berlin and Paris - with significant benefits for Europe's society, economy and the environment.

For journalists the highlights of the day will be:

- ◆ The publication of the **2009 call** for proposals, with **62 million Euros** of funds available for new projects;
- ◆ The announcement of the **28 projects** selected for funding under the **2008 call**;
- ◆ A key-note speech by the **Deputy Director-General of DG TREN** (Zoltan Kazatsay);
- ◆ Five Marco Polo **project presentations** focusing on short-sea shipping, rail logistics and intermodal training issues;
- ◆ A **media corner starting at 10:45** with the EACI director and the manager in charge of the Marco Polo programme.

If you have any questions concerning the event or the programme as a whole, please do not hesitate to contact us. We hope to see you at the event.

MEDIA CONTACT:

Mr Andrea Pascal, EACI

Tel: +32 (0)2 29-90452

E-mail: andrea.pascal@ec.europa.eu

About the EACI

The Executive Agency for Competitiveness and Innovation (EACI) was established by the European Commission to ensure the effective management of three EU-funding schemes and a European business network. The EACI's team is made up of specialists on energy, the environment, business support, multi-modal transport, communication and finance.

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



Marco Polo Call for Proposals 2009

-- PRESS BRIEFING --

62 Million Euros to fund sustainable freight transport in Europe

Marco Polo is the EU funding programme that supports projects contributing to a more sustainable transport of goods across Europe.

Under the 2009 call for proposals, **€ 62 million** funds will be available for projects addressing any of the five Marco Polo key actions:

- ▶▶ **Modal shift:** exploit the potential of alternatives to road such as short sea shipping, railways and inland waterways;
- ▶▶ **Catalyst actions:** support innovations that help overcome technical barriers to intermodal transport;
- ▶▶ **Motorways of the sea:** use motorways of the sea in combination with other modes of transport;
- ▶▶ **Traffic avoidance:** reduce the need for transporting goods by road via improved logistics;
- ▶▶ **Common learning:** address training and other 'soft' factors within the transport business.

The key **novelties** of the 2009 call:

- ▶▶ **The funding intensity doubles from 1 € to 2 € per 500 tonne-kilometres shifted:** this will apply to modal shift, motorways of the sea and traffic avoidance actions;
- ▶▶ **Inland waterways become a funding priority:** 10% of the call budget is reserved to inland waterways transport projects, provided that they meet the selection criteria;
- ▶▶ **The application period will be extended to three months:** the deadline for submitting a proposal is 8 May 2009.

The 2009 call for proposals will be published on the Official Journal of the European Union on 7 February (OJ C 31). The full call text with its annexes and any additional supporting document will be available on the Marco Polo website as of 9 February. The call will close on 8 May 2009.

For more information visit: <http://ec.europa.eu/marcopolo>

Brussels, 4th February 2009

Marco Polo in numbers:

MP Projects currently running:	92
Under MP I:	45
Under MP II – 2007 Call:	19
Under MP II – 2008 Call:	28

MP II Funds (2007-2008):	Earmarked 115 mil €	Spent ¹ 79 mil €
2007 Call:	56 mil €	45 mil €
2008 Call:	59 mil €	34 mil €

MP II Budget over the entire period (2007 – 2013):	450 mil €
2009 Call:	62 mil €

Estimated MPII project benefits (2007-2008) ⁴ :	Environmental benefits ² 1 016 mil €	Modal shift ³ 42 billion tkm
2007 Call:	665 mil €	27 billion tkm
2008 Call:	351 mil €	15 billion tkm

Past and on-going MP Projects:	102
--------------------------------	-----

Total nr of MP Project Partners:	418
----------------------------------	-----

Released by the EACI on 4 February 2009.

¹ Provisional estimate as of January 2009.

² As defined by the MP Calculator, i.e taking into account several parameters and expressed as externalities (social and environmental costs) avoided.

³ Expressed in tonne-kilometres (tkm), i.e. tonnes of freight shifted from the road to other modes of transport.

⁴ Estimates based on total projects eligible for funding under each Call.



2008 Call for Proposals: 28 NEW PROJECTS TO RECEIVE FUNDING

The following projects were selected under the 2008 call for proposals to receive funding in the framework of the Marco Polo II programme.

More information on how to apply for Marco Polo funding under future calls for proposals is available on <http://ec.europa.eu/marcopolo>.

For your convenience, the projects are grouped by key action type and sorted in alphabetical order.



MODAL SHIFT ACTIONS

The projects funded in this area focus on shifting as much freight as economically meaningful under current market conditions from road to short sea shipping, rail and inland waterways. They include the start-up of new services or a significant enhancement of existing services.

AUTOROM

Description:	New rail service for finished vehicles from the factory in Pitesti (Romania) to the hub of Valenton (France). A frequency of two roundtrips per week is foreseen.
Partners (leader in <i>italics</i>):	<i>STVA</i> , <i>Immeuble Le Cardinet</i> (FR), Ansett-Logistics (RO)
EU contribution:	€ 850.000

AVELINE

Description:	This project will develop a ferry shipping service between Lübeck/Travemünde (Germany) and Liepaja (Latvia) aiming to reduce the transit time of freight for the Baltic and Russian markets. The service should run 6 times a week and target time-critical goods.
Partners (leader in <i>italics</i>):	<i>AVE logistic SIA</i> (LV), MJ Logistic OU (EE)
EU contribution:	€ 1.778.126

CARES

Description:	New block train service between Bucharest (Romania) and Suzzara and Verona (Italy) and between Curtici (Romania) and Kösekoy (Turkey) transporting cars, LCV and trucks. The objective is to organize a weekly service composed of 4 routes linking Romania to Italy and to Turkey and to increase this service during the second year.
Partners (leader in <i>italics</i>):	<i>VEGA International (AT)</i> , VEGA Romania (RO), VEGA Lojistik A.S (TR)
EU contribution:	€ 1.320.000

COPVIT

Description:	New combined inland waterway-rail service between Passau (Germany) and Vidin (Bulgaria), Istanbul (Turkey) and Thessaloniki (Greece). The first part of the route between Passau and Vidin will be by inland shipping on the Danube, and from Vidin the transport of goods continues by block train to Thessaloniki or Istanbul.
Partners (leader in <i>italics</i>):	<i>Fanty-GOOD (BG)</i> , Bulgarian State Railways BDZ EAD (BG), Fanty-G&T Wasser-und Strassentransportspeditions GmbH (DE)
EU contribution:	€ 1.377.814

CORAT

Description:	Upgrade of an existing rail service, by increasing its capacity, linking Klaipeda and Kaunas (Lithuania), Zilupe, Riga, Liepāja and Ventspils (Latvia) and Russia, with the purchase of 300 new railway fitting platforms. It is planned to shift up to 30% of the container freight volumes through Latvia/Lithuania towards the Eurasian countries from road to rail.
Partners (leader in <i>italics</i>):	<i>LDZ Cargo Ltd (LV)</i> , FESCO Integrated Transport LLC (RU)
EU contribution:	€ 767.045

Dutch-Russian lo-lo

Description:	New regular lo-lo shipping service between Harlingen (The Netherlands) and Ventspils (Latvia), with adjacent rail transport from Ventspils to Moscow (Russia).
Partners (leader in <i>italics</i>):	<i>Harlingen North Connect Line B.V. (NL)</i> , CF&S Estonia AS (LV)
EU contribution:	€ 1.232.733

ENERCON Tri-modal

Description:	Implementation of non-road transport solutions for Wind Energy Converters (WEC): from Aurich and Magdeburg (Germany) to Viana do Castelo (Portugal), by rail, ship and road where the WECs are produced, and from Germany to many other locations throughout Europe, by rail or ship and road where the WECs are assembled on-site for energy production. The Germany-Portugal shipping service has a schedule of two trips per week. The Germany to site transport leg will have a schedule adapted to the specific needs.
Partners (leader in <i>italics</i>):	<i>ENERCON GmbH (DE)</i> , ENEOP 3 Desenvolvimento de Projeto Industrial S.A. (PT)
EU contribution:	€ 1.268.577

EURO Reefer Rail

Description:	New railway service for refrigerated container transport of dairy products and other perishables with daily departures from Genk (Belgium) to Busto Arsizio (Italy); Zabrze (Poland) to Piacenza (Italy); Busto Arsizio (Italy) to Zeebrugge (Belgium); Slawkow (Poland) to Zeebrugge (Belgium); Budapest (Hungary) to Zeebrugge (Belgium); München (Germany) to Duisburg (Germany); Herne (Germany) to Norrkoping (Sweden); Zabrze (Poland) to Padova (Italy); and Zabrze (Poland) to Salzburg (Austria).
Partners (leader in <i>italics</i>):	<i>HZ Holding B.V. (NL)</i> , Danone N.V. (BE)
EU contribution:	€ 2.128.948

FerroChem Italia

Description:	New direct combined rail service of dangerous goods between Marseille/Fos (France) and Milan (Italy). The objective is to have five roundtrips per week.
Partners (leader in <i>italics</i>):	<i>ERMECHEM (FR)</i> , CHEM Terminal (IT)
EU contribution:	€ 977.000

Gateway-to-Moscow

Description:	New regular railway corridor for the carriage of containers between Zeebrugge (Belgium) and Moscow (Russia), with the objective of reaching five trains and five roundtrips per week.
Partners (leader in <i>italics</i>):	<i>P&O Ferrymasters Ltd. (UK)</i> , P&O Ferrymasters Kft. (HU), P&O Ferrymasters NV (BE)
EU contribution:	€ 1.010.000

HÖDI

Description:	New regular shuttle train connection between Neuss (Germany) and Schwertberg (Austria) to transport finished vehicles. It is foreseen to have a frequency of four roundtrips per week.
Partners (leader in <i>italics</i>):	<i>Hödlmayr International AG (AT)</i> , Wiener Lokalbahnen Cargo GmbH (AT), HN Autotransport N.V. (BE)
EU contribution:	€ 1.245.475

IGOR

Description:	New container shipping service between Antwerp (Belgium) and Hamina (Finland), in combination with a rail link from Haminato St Petersburg (Russia).
Partners (leader in <i>italics</i>):	<i>Spedition Services Ltd (UK)</i> , Spedition Services Finland Oy (FI)
EU contribution:	€ 1.520.108

KATARSYS/INTRASYS

Description:	New intermodal transport chain connecting Italy to Bulgaria and Romania via road, SSS and railways with a daily service. The transport chain is arranged by road (Barletta to Bari), by sea (Bari to Bar), by rail (Bar to Sofia Terminal) and by road (from Arad to final delivery points).
Partners (leader in <i>italics</i>):	<i>Borraccino Trasporti srl (IT)</i> , Box&Boxes ood (BG), Bari Port Authority (IT), Provincia di Bari (IT), Bar Port Authority (CG), Agesta srl (IT), Morfimare srl (IT), Sitra doo (CG)
EU contribution:	€ 1.976.148

KOBALINK

Description:	Upgrading of a shipping service linking the two car terminals Koper (Slovenia) and Barcelona (Spain). The new service will provide round-trips 3 times a month for the automotive industry.
Partners (leader in <i>italics</i>):	<i>Luka Koper (SI)</i> , Autoterminal S. A. (ES), Neptune Lines Shipping & Managing Enterprises S.A. (EL)
EU contribution:	€ 2.041.251

KOTCAR

Description:	New Short Sea Shipping line linking Antwerp (Belgium) and Hamburg and Bremerhaven (Germany) to Kotka (Finland) 3 times a week. It will mainly carry chemical products and automotive parts which will be further taken to Nizhny Novgorod (Russia) by train.
Partners (leader in <i>italics</i>):	<i>ICL-Intemodal Container Logistics (AT)</i> , Magna Steyr (AT), Maritime Freight Poland Ltd (PL)
EU contribution:	€ 1.040.000

KTS

Description:	New block train to link Kronospan group manufacturing plants in Bischweier, Lampertswalde and Sandebeck (Germany), Jihlava (Czech Republik), Zvolen (Slovakia), Szombately and Mohacs (Hungary) and Sebes (Romania) to a distribution centre in San Vito al Tagliamento (Italy). The objective is to shift off the roads 65% of the overall annual transport volume of Kronospan.
Partners (leader in <i>italics</i>):	<i>Kronospan Italia S.R.L. (IT)</i> , Kronotec Consulting GmbH (AT)
EU contribution:	€ 1.125.701

OBSTE

Description:	Upgrade of an existing ro-ro/ro-pax shipping service between Lübeck (Germany) and St Petersburg (St Petersburg). A fleet of one ro-pax and three ro-ro vessels will turn into a fleet of three ro-pax vessels and one ro-ro vessel, with increased capacity for trucks.
Partners (leader in <i>italics</i>):	<i>Finnlines Deutschland GmbH (DE)</i> , Translog LLC (RU)
EU contribution:	€ 1.304.606

OFE

Description:	New rail service between Zeebrugge (Belgium) and Antwerp (Belgium) to Ottmarsheim (France) to transport general cargo. The service has already started providing 2 roundtrips a week, to be enhanced to 3 trains per week as of October 2008 and to 4 trains per week as of April 2010.
Partners (leader in <i>italics</i>):	<i>IFB Inter Ferry Boats N.V. (BE)</i> , Haeger & Schmidt International GmbH (DE)
EU contribution:	€ 817.690

PROXAL-2

Description:	Rail service for Nestlé full water bottles (290,000 pallets per year) from France, at the Vittel and Contrex plants near Vosges (France), to Worms (Germany). The return trip is made with empty bottles (70,000 pallets per year). This project aims at operating 900 full trains during the 36 months of the action.
Partners (leader in <i>italics</i>):	<i>Nestlé Waters Marketing & Distribution (FR)</i> , Nestlé Waters Deutschland (DE)
EU contribution:	€ 535.000

ROLBAL

Description:	New regular shuttle train connection between Barcelona (Spain) and Lyon (France). The service is directed to maritime containers. It is foreseen to have a frequency of three roundtrips per week.
Partners (leader in <i>italics</i>):	Naviland Cargo (FR), <i>Renfe (ES)</i> , <i>Port of Barcelona (ES)</i>
EU contribution:	€ 572.645

S.C.AD.AE

Description:	New combined short sea shipping and rail line connecting twice a month the Adriatic ports of Ravenna, Venice (Italy) and Koper (Slovenia) with the Aegean ports of Salonika (Greece) Istanbul and Izmir (Turkey)
Partners (leader in <i>italics</i>):	<i>Sermar Line s.r.l (IT)</i> , Sistemi Territoriali S.p.A (IT), Meridiana Shipping Agency d.o.o (SI), Intercargo Ltd (EL), Puma Shipping & Logistics s.a. (TR)
EU contribution:	€ 1.289.300

TOVAL

Description:	New direct block-booked train connection from Turin (Italy) to Valladolid (Spain), targeting the continental traffic flow of the automotive freight sector with the objective of reaching two roundtrips per week in the project period.
Partners (leader in <i>italics</i>):	<i>Arcese Trasporti, S.p.A. (IT)</i> , <i>Arcese Transporte España, S. A. (ES)</i>
EU contribution:	€ 762.418

Train to Spain and back

Description:	New regular shuttle train connection between Verona (Veneto Region, N-E Italy) and Mouguerre (France) for the transportation of 45' palletwide containers (or PWHC). Already started with a frequency of one roundtrip per week with a final goal of 5 trains and 5 roundtrips a week by 2010.
Partners (leader in <i>italics</i>):	<i>Codognotto F. LLI SNC (IT)</i> , <i>Codognotto France (FR)</i>
EU contribution:	€ 859.000

ULYSSES

Description:	New regular maritime service between Genoa/Catania (Italy) to Patras/Igoumenitsa (Greece) for the transport of trailers, semi-trailers and other rolling cargo. Starting with one roundtrip weekly, the frequency of the service is expected to be doubled through the deployment of a second vessel in the second year.ports of Salonika (Greece) Istanbul and Izmir (Turkey)
Partners (leader in <i>italics</i>):	<i>Atlantica S.p.A. di Navigazione (IT)</i> , <i>Minoan Lines S.A. (EL)</i>
EU contribution:	€ 1.124.000

Zakarpattya Express

Description:	New regular shuttle train connection for containerised freight from Nuremberg (Germany) to Chop, a terminal on the Hungarian-Ukrainian border. The final destination of the freight is Lviv and Kiev (Ukraine), achieved by road or rail. One roundtrip per week is envisaged at the beginning of the project and a second one at the end of the first year.
Partners (leader in <i>italics</i>):	<i>Übler Wolfgang Transporte (DE)</i> , Internationale Gesellschaft für Eisenbahnverkehr GMBH & Co (DE), Floyd ZRt. (HU)
EU contribution:	€ 500.000



CATALYST ACTIONS

The projects funded in this area change the way non-road freight transport is conducted in the European Union. They help overcome structural market barriers in European freight transport through highly innovative concepts, causing a real break-through.

FGI System

Description:	New rail service between Châtelet (Belgium) and Orbassano (IT), and between Châtelet (Belgium) and Mouguerre/Le Boulou (Spain) for the transportation of flat glass using a new kind of trailer.
Partners (leader in <i>italics</i>):	<i>Lanutti Spa (IT)</i> , Lanutti Sarl (FR)
EU contribution:	€ 3.000.000



COMMON LEARNING ACTIONS

The projects funded in this area enhance knowledge in the freight logistics sector and foster advanced methods and procedures of co-operation in the freight market. Under this type of action, improvement of co-operation and sharing of know-how is encouraged.

AGORA

Description:	Project aimed at improving management capabilities of intermodal terminal operators throughout Europe and increasing capacity by a set of innovative, smart operational measures with the involvement of users. At the same time the project will create awareness of terminal capacity enlargement needs and contribute to a more effective intermodal transport in Europe by improving know-how and sharing experiences with all intermodal stakeholders.
Partners (leader in <i>italics</i>):	<i>Rail Cargo Austria AG (AT), BILK Kombiterminal (HU), Terminal Graz Süd GmbH (AT), Linz Service GmbH (AT), WienCont Management GmbH (AT), Baltic Rail Gate GmbH (DE), KTL Ludwigshafen GmbH (DE), DUSS GmbH (DE), Neuss Trimodal GmbH (DE), Kombiverkehr KG (DE), Interferryboats (BE), Rail Servie Centre Rotterdam (NL), Interporto Bologna Spa (IT), International Union of Railways – UIC (FR)</i>
EU contribution:	€ 665.579

GLAD

Description:	Project aiming to improve the understanding of intermodal freight transport by logistics operators and logistics students and to increase the demand for non-road transport. This is done by providing the information and tools required to promote the European notion of co-modality to decision makers and managers of logistics chains.
Partners (leader in <i>italics</i>):	<i>Escola Europea de Short Sea Shipping, A.E.I.E. (ES), Autoritat Portuària de Barcelona (ES), Autorità Portuale di Civitavecchia (IT), Autorità Portuale di Genova (IT), Ferrocarriles de Via Estrecha (ES)</i>
EU contribution:	€ 1.355.152



MOTORWAYS OF THE SEA ACTIONS

The projects funded in this area enhance knowledge in the freight logistics sector and foster advanced methods and procedures of co-operation in the freight market. Under this type of action, improvement of co-operation and sharing of know-how is encouraged.

No project proposals were selected for funding in this area.



TRAFFIC AVOIDANCE ACTIONS

The projects funded in this area integrate transport into production logistics, reducing freight transport demand by road with a direct impact on emissions. They shall be innovative and shall not adversely affect production output and production workforce.

No project proposals were selected for funding in this area.

Patrick Lambert
Director
Executive Agency for Competitiveness and Innovation (EACI)

Background

Patrick worked for British Gas for 10 years in finance and personnel management. In 1984 he joined the Energy DG of the European Commission, working firstly in the natural gas field but thereafter enjoying spells in energy policy, international relations, energy efficiency and renewable energies. When energy and transport were merged in 2000 to create DG TREN, Patrick was responsible for international relations in these two sectors as well as relations with the Council and Parliament. Towards the end of 2004 he was appointed Director of the Intelligent Energy Executive Agency, the first executive agency created by the Commission. In 2007 the IEAA became the Executive Agency for Competitiveness and Innovation (EACI), responsible for managing a number of EU programmes in the fields of intelligent energy, sustainable transport, eco-innovation and small business support.

Patrick Vankerckhoven
Head of Unit Marco Polo
Executive Agency for Competitiveness and Innovation (EACI)

Background

Patrick Vankerckhoven has a Master Degree in Nuclear Chemistry engineering and a BSc in Business and Administration. He worked for 12 years for a French – Belgian energy engineering and nuclear services company. He joined the European Commission in 1996 working firstly in nuclear safety policies and later in the Civil Protection unit at the Commission. After a short come back to the Euratom supply agency as head of sector responsible for external relations, he joined DG TREN as responsible for the external relations of the Directorate for energy and transport security policy (post 9/11 security policies). By the autumn of 2007 he was appointed to his present position as Head of the Marco Polo unit in the EACI.
