

Call 2010 and onwards - New definition of freight

In 2009 a revision of the Regulation establishing the Marco Polo programme was adopted. This revised Regulation (EC/923/2009) introduces a number of changes in the Marco Polo programme, among which a new definition of the freight which can be taken into account when calculating the modal shift achieved in Marco Polo projects.

The new conditions will apply as of the Call 2010. The 2010 Call text states the following: *"The shift will include the goods transported, the intermodal transport unit plus the road vehicle, including empty intermodal transport units and empty road vehicles effectively loaded and unloaded at the beginning and the end of the multimodal journey, if these are shifted off the road too"*.

To clarify in which cases only the weight¹ of the goods transport, or also the weight of the transport unit, or also the weight of the road vehicle, can be taken into account, several hypothetical situations are described below. Please note that these situations only serve as examples, and are by no means an exhaustive list of possible scenarios of Marco Polo projects. In case of doubt what would apply for your project, please check with the Marco Polo Helpdesk (email eaci-marco-polo-helpdesk@ec.europa.eu or call +32 2 29 50924).

Note: The weight of the transport means used in the new modally shifted route (barges, vessels, wagons, locomotives, etc.) can never be taken into account for the calculation of the modal shift, since these are not shifted from the road.

Situation 1: route A → B: Shifting complete trucks (traction unit with container or semi-trailer loaded with cargo) from road to a ro/ro ferry service
route B → A: no rolling cargo or empty containers are transported on the ro/ro ferry

What can be taken into account?: the complete weight of the loaded truck (compliant with the EU rules on maximum allowed weight of road vehicles) can be taken into account for the calculation of the modal shift, from A to B only.

Situation 2: route A → B: Shifting loaded containers from road to a rail service
route B → A: Shifting empty containers from road to the same rail service

¹ As an alternative for light goods the volume equivalent "freight tonnes" measured in m³ may be used by the applicant. This means, that 4 cubic metre-kilometres (m³km) shall be equivalent to 1 tonne-kilometre (tkm), and all calculations and key-figures throughout the proposal are to be presented in analogy to the tonne-kilometres case. The choice of basic unit m³km or tkm must be clearly specified by the applicant.



What can be taken into account?: the complete weight of the loaded container from A to B and the weight of the empty container from B to A can be taken into account for the calculation of the modal shift.

Situation 3: route A → B: Shifting loaded semi-trailers from road to a short sea shipping service
route B → A: Shifting empty semi-trailers from road to the same short sea shipping service

What can be taken into account?: the complete weight of the loaded semi-trailers from A to B and the weight of the empty semi-trailer from B to A can be taken into account for the calculation of the modal shift.

Situation 4: route A → B: Shifting finished new vehicles from brand X from road to a rail service
route B → A: Shifting finished new vehicles from brand Y from road to the same rail service

What can be taken into account?: the weight of the transported new vehicles from A to B and the weight of the transported new vehicles from B to A can be taken into account for the calculation of the modal shift.

Situation 5: route A → B: Shifting bulk goods from road to an inland waterway service
route B → A: No goods are transported (e.g. empty return of barge)

What can be taken into account?: the weight of the bulk goods can be taken into account for the calculation of the modal shift, from A to B only.

