# Programme Marco Polo II (2007-2013), financial assistance to improve the environmental peformance of freight transport

2004/0157(COD) - 14/07/2004 - Legislative proposal

PURPOSE : to establish a financing instrument, "Marco Polo II Programme", in order to reduce congestion, to improve the environmental performance of the transport system and to enhance intermodal transport, thereby contributing to an efficient and sustainable transport system. The duration of the Programme shall be from 1 January 2007 to 31 December 2013.

PROPOSED ACT : Regulation of the European Parliament and of the Council.

CONTENT : Europe's transport system faces considerable challenges in the next decade.

The forecast increase of road freight by 2013 is more than 60% in the European Union, and a doubling is foreseen for the 10 new member states by 2020. The results are congestion, environmental degradation, accidents, and a danger of loss of competitiveness of European industry, which needs to rely, for the management of its supply chains, on cost-efficient and reliable transportation systems. In this situation, a stronger reliance on intermodality is necessary.

Responding to the big challenges mentioned above, a renewed and adapted "Marco Polo II" Programme is proposed for the next financial perspectives (2007 – 2013). Relying on the proven mechanisms of the current programme, the Commission proposes two new types of action: Motorways of the Sea and Traffic Avoidance actions. They should actually lead to a reduction in international road freight, much desired by our citizens and industrial transport users alike. Marco Polo II also enlarges the scope of the programme to all neighbours of the European Union. It stresses the role of rail freight and clarifies the scope for certain infrastructure measures.

Based on an independent ex-ante evaluation, the Commission proposes an overall budgetary envelope of 740 million EUR for the period 2007 – 2013, i.e. roughly 106 million EUR per year. This will shift more than 140 billion tonne-kilometres of freight off the road (equivalent to 7 million truck journeys of 1000 kilometres) and will reduce CO2 emissions by 8400 million kg.

In terms of avoided environmental damage and less accidents, less energy consumption and less infrastructure damage, the benefits are forecast to be about 5 billion EUR. 1 Euro subsidy given in Marco Polo II will thus generate more than 6 Euro in terms of social and environmental benefits to our society.

FINANCIAL IMPLICATIONS :

- Budget line and headings :

- EX-06.0207 : Programme Marco Polo;

- EX-06.01 04 01 : Programme Marco Polo – administrative management expenses;

- Period of application : 2007 – 2013.

- Total allocation for action (Part b): EUR 740 million for commitment. The decision by the legislative authority is taken without prejudice of the budgetary decisions taken in the context of the annual procedure.

- Impact on human resources : EUR 13 million in total, which is approximately EUR 1,8 million per year.