



## 2009 Call for Proposals: 22 NEW PROJECTS TO RECEIVE FUNDING

The following projects were selected under the 2009 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.

#### ADL

<b>Description:</b>	A new driver accompanied freight ferry service with 3 scheduled weekly sailings between the ports of Ravenna (Italy) and Igoumenitsa and Corinth (Greece) resulting in modal shift from the road cargo flows originating in Greece, Turkey, Bulgaria.
<b>Partners (leader in <i>italics</i>):</b>	<i>Trans Ferry Spa (Italy), Ocean Finance Limited (Greece), Adriatic Lines Spa (Italy)</i>
<b>EU contribution:</b>	€ 4.446.600

#### ARCON

<b>Description:</b>	An intermodal railway service transporting temperature-regulated fresh food between the Arctic market in Norway and the European continental markets of Benelux and northern France.
<b>Partners (leader in <i>italics</i>):</b>	<i>TX Logistik AG (Germany), Posten Norge AS (Norway)</i>
<b>EU contribution:</b>	€ 4.320.438

## **BFI**

<b>Description:</b>	A railway connection transporting temperature-regulated fresh and frozen food between markets in Sweden and Denmark and the Italian market.
<b>Partners (leader in <i>italics</i>):</b>	TX Logistik AG (Germany), Bring Frigoscandia A/S (Denmark)
<b>EU contribution:</b>	€ 4.134.668

## **DanNed**

<b>Description:</b>	Maritime service for unaccompanied trailer shipments between Esbjerg (Denmark) and Amsterdam (Netherlands) connecting the region of Kolding in Denmark with Noord-Holland and Zuid-Holland.
<b>Partners (leader in <i>italics</i>):</b>	Sea-Cargo AS (Norway), Sea-Cargo Agencies Amsterdam BV (Netherlands), Sea-Cargo Agencies Esbjerg Aps (Denmark)
<b>EU contribution:</b>	€ 1.321.560

## **ECO DANUBE**

<b>Description:</b>	Transportation of special, heavy and oversized goods on the Danube waterway between Germany/ Austria and Bulgaria/Romania.
<b>Partners (leader in <i>italics</i>):</b>	Hödlmayr International AG (Austria), P. Schwandner Logistik + Transport GmbH (Germany), Connect Speditionsgesellschaft GmbH (Austria), Euro Bevrachting Germany GmbH (Germany), Eco Danube GesmbH (Austria)
<b>EU contribution:</b>	€ 2.630.797

## **Euro Car Shuttle**

<b>Description:</b>	A rail shuttle service in weekly loops for the transport of finished vehicles, between Amsterdam (Netherlands), Strasswalchen (Austria), Budaörs (Hungary) and Born (Netherlands), and after one year of operation another loop between Amsterdam (Netherlands), Dąbrowa Górnicza (Poland), Žilina (Slovakia) and Born (Netherlands).
<b>Partners (leader in <i>italics</i>):</b>	Koopman InterRail B.V. (Netherlands), Lagermax Autotransport GmbH (Austria)
<b>EU contribution:</b>	€ 1.466.701

## **Fresh-Express**

<b>Description:</b>	A new intermodal transport service offering integrated door-to-door links for refrigerated fruits and vegetables from Almería (Spain) to markets in England, the BeNeLux, northern France and Germany, including a new short sea shipping line to Dunkirk (France), Sheerness (United Kingdom) and Moerdijk (Netherlands) and final distribution by road.
<b>Partners (leader in <i>italics</i>):</b>	Van Uden Maritime b.v. (Netherlands), Autoridad Portuaria de Almeria (Spain), Andalucia Fresh Line (Spain)
<b>EU contribution:</b>	€ 7.527.428

## G2G@2XL

<b>Description:</b>	Combined rail and SSS service connecting Austria, Switzerland and Italy to the UK focussing on the transport of Fast Moving Consumers Goods (FCMG) and non hazardous chemical products. The new modally shifted route connects Schwechat (Austria), Milano (Italy) and Frenkendorf and Heerbrugg (Switzerland) to Zeebrugge (Belgium) via rail connections. From Zeebrugge three short sea crossings are to be implemented to Tilbury, Hull and Teesport (United Kingdom) depending on the final destination of the freight.
<b>Partners (leader in italics):</b>	<i>2XL NV (Belgium), 2XL Bulgaria OOD (Bulgaria)</i>
<b>EU contribution:</b>	€ 2.190.539

## ITAFRA shuttle

<b>Description:</b>	A door-to-door rail transport service for the white-goods industry between the production sites in Italy and warehouses in France.
<b>Partners (leader in italics):</b>	<i>T.O. Delta S.p.A. (Italy), Stark Logistic International GmbH (Germany)</i>
<b>EU contribution:</b>	€ 2 063 625

## NG-WP

<b>Description:</b>	A shuttle train corridor between Sławków and Brzeg Dolny (Poland) and Hamburg and Bremerhaven (Germany) for the transport of containerised goods. By the end of the project the service is foreseen to have a frequency of four departures per week to Hamburg and four to Bremerhaven.
<b>Partners (leader in italics):</b>	<i>PCC Intermodal S.A. (Poland), Petro Carbo Chem GmbH (Germany)</i>
<b>EU contribution:</b>	€ 1.217.347

## RAIL2

<b>Description:</b>	The aim is to develop new rail services by building a chain of rail services connecting: Bettembourg (Luxembourg) to Lérrouville (France), Mannheim (Germany) to Lérrouville (France), Le Havre/Rouen (France) to Lérrouville (France), Lérrouville (France) to Lyon (France), Lyon (France) to Fos-sur-mèr (France), Fos-sur-mèr (France) to Castelguelfo/Lucca (Italy).
<b>Partners (leader in italics):</b>	<i>S.A. Eurorail N.V. (Belgium), MLA (Multimodal Logistique Associes) (France), Rail Liner (Belgium), Eurorail International NV (Belgium), Nortrans SAS (France), Eurorail Italia SPA (Italy), Eurorail France SAS (France)</i>
<b>EU contribution:</b>	€ 3.304.946

## RKE

<b>Description:</b>	A shuttle train connection between Krzewie (Poland) and Rotterdam (Netherlands) for the transport of containerised goods. The service is foreseen to have a frequency of three roundtrips per week.
<b>Partners (leader in italics):</b>	<i>PCC Intermodal S.A. (Poland), Nijhoff-Wassink B.V. (Netherlands)</i>
<b>EU contribution:</b>	€ 971.081

### **S.I.S.T.E.R.**

<b>Description:</b>	The project aims to design a new rail/road door to door service by developing rail transport from the Monza and Palmanova hubs (Italy) to Irun (Spain) for transport of steel products.
<b>Partners (leader in italics):</b>	<i>SIDEUROPA S.r.l (Italy), Algeposa Intermodal SA (Spain), Trenitalia S.p.A. (Italy)</i>
<b>EU contribution:</b>	€ 1.960.000

### **The Juice Vessel**

<b>Description:</b>	Multimodal alternative of the existing European distribution of frozen orange juice between Amsterdam (Netherlands), Ghent and Antwerp (Belgium) and Mannheim (Germany), by inland waterways, and Cartagena (Spain), Liverpool (United Kingdom) and Ventspils (Latvia) by short sea.
<b>Partners (leader in italics):</b>	<i>The Logical Company B.V. (Netherlands), Cargill Flavour Systems Ltd. (United Kingdom)</i>
<b>EU contribution:</b>	€ 1.695.138

### **VEGETIS**

<b>Description:</b>	A new shortsea container service between the ports of Agadir (Morocco), Port of Vendres (France) and Dunkerque (France) operated on a fixed day weekly schedule.
<b>Partners (leader in italics):</b>	<i>CMA CGM (France), STA ( Shipping &amp; Transport Andalucia) (Spain), IMTC (International Maritime Transport Corporation) (Morocco)</i>
<b>EU contribution:</b>	€ 3.500.000



## 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.

### ESTRAB

<b>Description:</b>	The aim is to overcome market barriers by introducing the 'Cargo Beamer' technology which is an innovative, parallel, automated technology to load standard semitrailers onto rail wagons without using cranes. The rail route will go from Rotterdam (Netherlands) to Riga (Latvia).
<b>Partners (leader in <i>italics</i>):</b>	<i>CargoBeamer AG (Germany), UAB ACHEMOS Group (Lithuania)</i>
<b>EU contribution:</b>	€ 5.415.900

### GLASSTAINER

<b>Description:</b>	The project partners will transport in a new type of container, jumbo glass sheets from factories in the Northern Europe to various European markets by implementing a new logistic concept combining short sea shipping and inland waterways transport. The short sea service will go from Belgium to Italy, Turkey, Bulgaria and Greece. The inland waterways service will go from Belgium to Poland and to Serbia.
<b>Partners (leader in <i>italics</i>):</b>	<i>AGC Flat Glass Europe SA (Belgium), AGC Flat Glass Italia Srl (Italy), Logistics in Wallonia (Belgium)</i>
<b>EU contribution:</b>	€ 2.400.000



## 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.

### HINTERPORT

<b>Description:</b>	The objective is the promotion of hinterland transport cooperative solutions for integrated operation of sea-inland ports. This will be pursued by establishing an interactive network of intermodality related stakeholders in order to capture available success stories from across Europe transport business cases, validate their applicability and viability and promote them through training/dissemination activities using innovative methods and ICT tools.
<b>Partners (leader in italics):</b>	<i>Interporto Bologna S.p.A. (Italy), Association pour le développement de la formation professionnelle dans les transports (France), Luka Koper d.d. (Slovenia), Fundación de la Comunidad Valenciana para la Investigación, Promoción y Estudios Comerciales de Valenciaport (Spain), Akarport S.A. (Greece), T.I.N. – Terminal Intermodale Nola S.p.A. (Italy), Autorità Portuale di Napoli (Italy), Deutsche GVZ – Gesellschaft mbH (Germany), Epad Ouest Provence (France), Puerto Seco Azuqueca de Henares S.A. (Spain), Italcontainer S.p.A. (Italy), Emons Spedition GmbH &amp; Co. KG (Germany), Akcine Bendrove "Lietuvos Geležinkeliai" (Lithuania), Instituto Tecnológico del Embalaje, Transporte y Logística - ITENE (Spain), Trieste Marine Terminal S.p.A. (Italy), Gemeentelijk Havenbedrijf Antwerpen (Belgium), Tallinna Sadam AS (Estonia)</i>
<b>EU contribution:</b>	€ 1.121.319

### INTERMODALITY E-80

<b>Description:</b>	The aim is to develop and manage an institutional forum for co-operation, discussion and knowledge sharing to disseminate methods and proceedings which enhance intermodal transport and logistics solutions on the international E-80 corridor. Operators, agents and institutions related to international freight traffic will take part in this forum.
<b>Partners (leader in italics):</b>	<i>Zona de Actividades Logísticas de Salamanca SA (ZALDESA) (Spain), Autoridade Portuária de Aveiro SA (APA) (Portugal), Autoridade Portuária de Douro – Leixoes SA (APDL) (Portugal)</i>
<b>EU contribution:</b>	€ 374.000



## **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.

### **FRES MOS**

<b>Description:</b>	This project aims at shifting trucks from the Atlantic coast roads between France and Spain. GLD Atlantique will operate a modern ro-pax vessel between the ports of St Nazaire (France) and Gijon (Spain). GLD Atlantique has already been awarded a grant under a French-Spanish joint call for tenders for a Motorway of the Sea.
<b>Partners (leader in <i>italics</i>):</b>	<i>GLD Atlantique SAS, (France), Grimaldi Logistica Espana, SL (Spain)</i>
<b>EU contribution:</b>	€ 4.171.450



## 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.

### SIRIUS2 Crating

<b>Description:</b>	Avoidance of the transport by road of empty bottles between logistic platforms in Hockenheim and Duisburg (Germany) and the production plants in Volvic (France), thanks to an innovative packing and palletising system.
<b>Partners (leader in <i>italics</i>):</b>	<i>Société des Eaux de Volvic (SEV) (France), Danone Waters Deutschland GmbH (Germany)</i>
<b>EU contribution:</b>	€ 5.030.000

### Double Loading Network

<b>Description:</b>	Two traffic avoidance sub-actions. The first one will use a two-level semi-trailer for carrying non-stackable pallets. The second one will use a semi-trailer for the transport of jumbo-sized flat glass which can be transformed into a semi-trailer for transporting regular freight pallets on the return trip. The service is organised along several routes covering a wide area across Europe.
<b>Partners (leader in <i>italics</i>):</b>	<i>Emons Group Holding B.V. (Netherlands), Emons Cargo B.V. (Netherlands), V.a.n. H.u.e.t. Glastransport GmbH (Germany), Van Huet Glastransport B.V. (Netherlands), Van Huet Teplice s.r.o. (Czech Republic)</i>
<b>EU contribution:</b>	€ 5.082.051