

APPENDIX 1

Definitions

For the purposes of this Call, the following definitions¹ shall apply:

- (a) "action" means any project executed by undertakings which contributes to reducing congestion in the road freight transport system and/or to improving the environmental performance of the transport system in the territories of the Member States or participating countries; Catalyst actions, Modal shift actions and Common learning actions may comprise several coordinated projects;
- (b) "Catalyst action" means any innovative action aimed at overcoming significant structural barriers in the Community freight transport market which impede the efficient functioning of the markets, the competitiveness of short sea shipping, rail, or inland waterway transport, and/or the efficiency of transport chains making use of these modes, including the modification or creation of ancillary infrastructure; for the purpose of this definition, such structural barriers shall mean any non-regulatory, factual and non-temporary impediment to the proper functioning of the freight transport chain;
- (c) "Motorways of the sea action" means any innovative action directly shifting freight from road to short sea shipping or a combination of short sea shipping with other modes of transport in which road journeys are as short as possible; actions of this kind may include the modification or creation of the ancillary infrastructure required in order to implement a very large-volume, high-frequency intermodal maritime transport service, including, preferably, the use of the most environmentally-friendly transport modes, such as inland waterways and rail, for hinterland freight transport and integrated door-to-door services; if possible, the resources of the outermost regions should also be integrated;

¹ Definitions according to the Marco Polo II Regulation

Marco Polo II Call 2013

- (d) "Modal shift action" means any action directly, measurably, substantially and immediately shifting freight from road to short sea shipping, rail, inland waterways or a combination of modes of transport in which road journeys are as short as possible, without being a catalyst action; this includes, where appropriate, actions where modal shift is brought about by the development of an existing service;
- (e) "Traffic avoidance action" means any innovative action integrating transport into production logistics to avoid a large percentage of freight transport by road without adversely affecting production output or workforce; actions of this kind may include the modification or creation of ancillary infrastructure and equipment;
- (f) "Common learning action" means any action aimed at improving cooperation for structurally optimising working methods and procedures in the freight transport chain, taking into account the requirements of logistics;
- (g) "innovative action" means any action which features elements which have hitherto not existed in a given market;
- (h) "ancillary infrastructure" means the necessary and sufficient infrastructure to achieve the goals of actions, including freight-passenger installations;
- (i) "undertaking" means any entity engaged in an economic activity, regardless of the legal status of the entity and the way in which it is financed;
- (j) "consortium" means any arrangement by which at least two undertakings execute together and share the risk relating to an action;
- (k) "tonne-kilometre" means the transport of a tonne of freight, or its volumetric equivalent, over a distance of one kilometre;
- (l) "vehicle-kilometre" means the movement of a truck, loaded or empty, over a distance of one kilometre;
- (m) "close third country" means any country not a member of the European Union with a common border with the European Union or with a coastline on a closed or semi-closed sea neighbouring the European Union;

- (n) "fully participating country" means²:
- (1) a third country which is a candidate for accession to the European Union where participation is governed by the conditions laid down in the Association Agreement with this country, and on the basis of the rules laid down in the decision of the Association Council for this country; and
 - (2) any EFTA and EEA country and a close third country participating in the programme on the basis of supplementary appropriations in accordance with procedures to be agreed with those countries.
- (o) "freight" means, for the purpose of the calculation of "tonne-kilometre" shifted off the road, the goods transported, the intermodal transport unit plus the road vehicle, including the empty intermodal transport units and empty road vehicles, in the event that these are shifted off the road.

² Currently the fully participating countries are: Croatia (the candidate for accession to the EU) and Norway, Iceland and Liechtenstein (EEA countries).