

Cleaning Stations: what to do?

Cleaning Stations are one of the focused items of CHEMLOG project.

The interest encountered should recommend a continuation of the attention on this topic.

At the moment this attention can be continued only through the local initiatives of single partners or it can be postponed to decisions of the future logistics network.

Probably a new specific project could be more effective.

A new specific project would allow us to focus interventions on cleaning stations without depending on resources of the network or its partners.

It would concentrate activities only on this item and not in the framework of other actions.

It would develop the theme of cleaning stations as a topic of European relevance, paying attention on its aftermaths to their managing problems at the local levels.

The problems to be solved is about the features of this new project.

A new INTERREG should wait until 2014: too late!

Further suitable programs are 7FP (for researches only), CIP (for innovative interventions in many fields), or Marco Polo (specific for transportation).

Marco Polo is the best choice but with some limits.

Marco Polo has four priorities:

- 1) Inland Waterway Transport and Motorways of the Sea;**
- 2) Modal shift actions, Motorways of the sea actions and Traffic avoidance actions;**
- 3) Catalyst actions;**
- 4) Common learning actions.**

The first and the second ones are not suitable.

The third one includes “interoperable rail services, meeting at least one of some conditions among which there are road-competitive quality of services”. If Cleaning Stations are intended as a services also aimed at shifting freights from road to rail, this priority is suitable and allows interventions on infrastructures too.

The fourth one is generic and adaptable, but only allows training and exchange actions. It can be good if our objective is just the constant confrontation of methods and interventions.

For catalyst actions the European grants can be up to the 35% of eligible costs. In the total budget, the maximum amount of 20% can be spent in interventions on infrastructures. The European grants can not be more than € 2 (two Euro) for each shift actually realised of 500 tonne-kilometres or 2000 cubic metre-kilometres, from road to any other land or water modes.

For common learning actions the European grants are the 50% of eligible costs.

This limitations are due to the fact that grants are given to entrepreneurial activities.

In fact the regulation states that:

“”Applicants must have the technical and operational capacity to complete the action to be supported and should justify it with appropriate supporting documents. This capacity shall be supported with evidence of at least a 5-year experience by the applicants in the commercial and business area where the project will be implemented or with evidence of at least 5-year experience of their directly involved employees in the commercial and business area where the project will be implemented. Documentary evidence of this requirement shall be provided with company records and CVs.””

It is clear that the project can be presented and implemented only by a partnership of competent enterprises: local public authorities are not eligible.

In conclusion, Marco Polo appears as the most suitable program for financing a continuation of the intervention on cleaning stations but:

- 1) only some action are permitted;**
- 2) the partners' cofinancing is relevant;**
- 3) a suitable leader and suitable partners must be found.**