

## Supplementary Guidance for the Mode Shift Revenue Support (MSRS) and Waterborne Freight Grant (WFG) schemes



### *Quarterly Bid Rounds*

1. The closing dates for the **2012/13** bid rounds for the allocation of resource funding through the MSRS and WFG schemes are:
  - 8 June 2012 – for funding from 24 June 2012 (rail period 4);
  - 31 August 2012 – for funding from 16 September 2012 (rail period 7);
  - 23 November 2012 – for funding from 9 December 2012 (rail period 10); and
  - 15 February 2013 – for funding from 3 March 2013 (rail period 13).
2. Applications for grant must contain the required information as outlined in the relevant scheme guides. In cases where information or supporting evidence is missing, the application will be refused and returned to the applicant. In such cases, the applicant will be able to reapply at the next bid round.
3. **Please be aware that the Department will only consider applications for grant that yield a Benefit Cost Ratio (BCR) of 2:1 or above and which have a value of £10,000 or more.**
4. Applications will be prioritised on the basis of the BCR. Applicants are therefore invited to give careful consideration to the BCRs of their bids.
5. Paper applications with a wet ink signature should be sent by the above deadline to Fahima Mahtab, Freight Grants Team, 3/24 Great Minster House, 33 Horseferry Road, London SW1P 4DR.
6. An accompanying electronic version can also be sent to [Fahima.Mahtab@dft.gsi.gov.uk](mailto:Fahima.Mahtab@dft.gsi.gov.uk). Please be aware that the electronic version does not act as a substitute for a paper version should this not be received by the Department.
7. Applications should not be addressed to any other member of staff. Failure to follow this rule may result in an application not being accepted.
8. Please note that if there are any plans to issue any publicity on services that you operate under the MSRS scheme as a result of your application being successful, that reference to the Department's contribution through the scheme is acknowledged and any wording checked with us before any publications or press releases are made.

### ***Applications for cross-border MSRS/ WFG services***

9. Applications for grant towards the operating costs of cross-border services between England/ Scotland or England/ Wales are welcome.
10. However applicants should be aware that whilst applications can be made for volume/ grant per container/ tonne, as well as the benefits this delivers across Great Britain, funding from DfT will only be provided for benefits delivered in England.
11. On acceptance of an application DfT will approach the Scottish and Welsh Governments to ascertain whether any support can be provided by either Government for the grant relating to the benefits delivered in Scotland or Wales. This will be a decision for the respective Governments.
12. Applicants will be informed on the outcome of support across Great Britain as usual, post bid round. This will include, if appropriate, the level of grant being provided split by DfT and the Scottish or Welsh Governments.

### ***MSRS Only - Amendment to Maximum Intermodal Port Grant Rates for Southampton-North West and Southampton-West Midlands (zones 17-11/17-14)***

13. Following completion of the gauge enhancement work on the rail line between Southampton and the West Coast Main Line, the maximum Mode Shift Revenue Support (MSRS) grant rates applicable for port traffic between Southampton-West Midlands (zone 17-14) and Southampton-North West (zone 17-11) has been reduced from the rate shown in the MSRS guidance, dated September 2009.
14. The maximum grant rate as published in the MSRS guidance and the revised 'post gauge enhancement' maximum grant rate (now applicable) are both outlined below.

<b>Route</b>	<b>MSRS Guidance Maximum Grant Rate</b>	<b>'Post Gauge Enhancement' Maximum MSRS Grant Rate</b>
Southampton-West Midlands (zone 17-14)	£51.00	£48.00
Southampton-North West (zone 17-11)	£21.00	£16.00