

Department for Transport provides further grant funding to support the transportation of freight by rail and water

The Department for Transport has made the following awards from the Sustainable Distribution Fund following the February 2012 Bid Round. Funding provided relates to financial years 2011-12, 2012-13 and 2013-14 and is designed to support the carriage of freight by rail and water that would otherwise be carried by road. Support from this bid round is expected to remove over 69,000 lorry journeys from the roads of Great Britain between February 2012 and March 2014.

1. Awards under the Mode Shift Revenue Support scheme have been made to:

Grantee	From	To	Scheme	11-12 Value	12-13 Value	13-14 Value
Argos	14	8	MSRS(I)	N/A	£40,000.00	N/A
DB Schenker	17	11	MSRS(I)	N/A	N/A	£129,584.00
DB Schenker	17	14	MSRS(I)	N/A	N/A	£400,032.46
DB Schenker	2	14	MSRS(I)	N/A	N/A	£184,300.38
DB Schenker	14	8	MSRS(I)	N/A	N/A	£47,399.82
DB Schenker	Duisburg	Trafford Park	MSRS(B)	N/A	N/A	£10,585.96
DB Schenker	Halewood	Southampton	MSRS(B)	N/A	N/A	£47,692.20
DB Schenker	Dove Holes	Bury St.Edmonds	MSRS(B)	N/A	N/A	£10,338.12
DB Schenker	Dove Holes	Wissington	MSRS(B)	N/A	N/A	£46,075.98
DB Schenker	Hull	Wolverhampton	MSRS(B)	N/A	N/A	£17,850.00
Freightliner	1	5	MSRS(I)	£6,974.00	N/A	£10,912.00
Freightliner	1	11	MSRS(I)	£4,480.56	N/A	N/A
Freightliner	11	8	MSRS(I)	£2,216.00	N/A	£11,565.00
Freightliner	17	13	MSRS(I)	£9,730.07	N/A	£72,119.04
Freightliner	17	14	MSRS(I)	£10,828.02	N/A	£27,125.00
Freightliner	1	11	MSRS(I)	£6,027.00	N/A	N/A
Freightliner	18	14	MSRS(I)	£7,250.00	N/A	£33,198.99
Freightliner	2	5	MSRS(I)	N/A	£10,461.00	£15,059.00
Freightliner	17	11	MSRS(I)	N/A	£16,768.00	£16,768.00
Manchester Ship Canal	Seaforth	Ellesmere Port & Irlam	MSRS(B)	N/A	£30,789.20	£30,789.20

Stobart Group	14	1	MSRS(I)	N/A	£51,291.00	N/A
Thames Shipping	Denton	Silverton	MSRS(B)	£7,308.00	£46,400.00	£52,200.00
			TOTAL	£54,813.65	£195,709.20	£1,163,595.15

2. It should be noted that the awards listed in this table are provisional maxima. In some cases, the award may not lead to a contract; in others, the amount agreed in a subsequent contract may be lower than the accepted bid. Furthermore there is no guarantee that traffic contracted in any round will continue to operate.
3. The traffic moved under each MSRS contract is closely monitored. Where traffic levels have been lower than those in the grantees' contracts, reductions to the contract have been made. This process ensures the effective control of the budget and maximizes the amount of benefit that can be purchased through the scheme.
4. The Department for Transport is currently running two schemes that facilitate the purchase of the environmental and social benefits that result from using rail or water transport instead of road. These are:
 - **Mode Shift Revenue Support (MSRS) scheme:** assists companies with the operating costs associated with running rail and inland waterway freight transport instead of road (where rail/ inland waterways are more expensive than road).
 - **Waterborne Freight Grant scheme (WFG):** assists companies with the operating costs, for up to three years, associated with running coastal and short sea shipping freight transport instead of road (where short sea/ coastal shipping is more expensive than road).
5. Applications for the Department's freight grant schemes are prioritised in a bid round process. Further details on bid rounds are available on the Department's website. Guidance and application forms are available on the Business Link website at

<http://www.businesslink.gov.uk/bdotg/action/layer?r.s=b&r.l4=1084729126&r.l1=1081597476&r.lc=en&r.l3=1084756086&r.l2=1082103262&topicId=1084756086>