



Guide to the Waterborne Freight Grant (WFG) Scheme

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Contents

Contents	3
1. Introduction	4
2. Contacts	9
3. Your Questions Answered	10
4. Initial Exploration	13
5. Building your application	14
6. Completing your WFG application	17
7. Decision on your application	18
8. Payment and Monitoring	20
Annex A: Calculating Environmental Benefit	24
Annex B: Financial Appraisal	30
Annex C: Financial Appraisal: Worked Example	33

1. Introduction

About this guide

- 1.1 This guide outlines the criteria and processes in place for applying for support from the Waterborne Freight Grant (WFG) scheme. Although information is correct at the time of publication, it is advisable that potential applicants contact the appropriate administrative body for the most up to date information before making an application for grant.
- 1.2 It should be noted that there is no automatic entitlement to grant support and any offer of grant which may be made remains entirely at the discretion of the appropriate administrative body.

What is a WFG?

- 1.3 WFG is a one-off grant designed to encourage new coastal or short sea shipping services. WFG can assist a company with the operating costs associated with running waterborne freight transport instead of road, where transport by water is more expensive. The grant applies to coastal and short sea shipping and can assist a company for up to three years.

Why is the government offering these grants?

- 1.4 WFG is designed to facilitate and support modal shift to waterborne freight services, generating environmental and wider social benefits from reduced lorry journeys on Britain's roads. We recognise that making the shift from road to water can sometimes be expensive and WFG is intended to offset some of the additional costs of switching to a more environmentally friendly mode of transport.
- 1.5 The primary aim of the scheme is to provide time limited support for the inception of new services. However, in exceptional circumstances WFG may be considered to enable an existing loss-making service to become viable and prevent freight transferring to road. In this case, an application would need to identify why the current service was failing and identify upgrades to the service which would turn the service into one with long-term viability. This could involve an improved vessel specification, increased capacity, quality of service, timings of sailing, regularity of sailing, voyage time, etc.

What type of services can receive grant support?

- 1.6 WFG can support coastal¹ or short sea shipping² services, on condition that, after a period of grant aid (maximum three years), the service will be economically viable without grant support. Your application should demonstrate that this is the case.
- 1.7 Only projects that remove freight from Britain's roads are eligible for funding. Evidence will be sought from the applicant to confirm that freight is presently transported by road and that there are no current shipping services which could handle this traffic. The applicant will also need to demonstrate that in the absence of the waterborne grant, the freight would be moved by road.

Who can apply?

- 1.8 Any ship-owner wishing to move freight by water using UK ports or harbours and which results in the removal of freight from British roads may apply for a WFG³. A ship-owner is defined as a person who owns, leases (subject to the leasing agreement), hires, uses, or operates a ship.

What costs are eligible for support?

Table 1.1 Eligible and Ineligible costs	
Eligible costs	Ineligible costs
<p>Operating costs directly attributable to the freight being transferred from road to water will be eligible for WFG. These may include:</p> <ul style="list-style-type: none"> • the cost of hiring or leasing combinations of vehicles (lorries, trailers, semi-trailers, swap bodies or containers of 20 feet or more); • the cost of hiring or leasing a vessel(s); • the cost of hiring or leasing of installations enabling transhipment between shipping routes and roads; • the cost of using maritime infrastructures; 	<ul style="list-style-type: none"> • Support for transportation, which is predominantly along inland waterways, (see guidance on the Mode Shift Revenue Support scheme). • Capital costs associated with the provision of infrastructure, for example, for the extension or adaptation of dock facilities.

¹ Coastal shipping services take place entirely within the waters of the UK. An example might be shipments of grain by bulk from Newcastle to London.

² Short-sea shipping involves transportation of goods from the UK to other destinations in Europe, for example Rotterdam or Lisbon.

³ If the application is to be made by a partnership of companies, early discussion will be required to ascertain how the application, payment of grant and monitoring of the operation can best be handled.

<ul style="list-style-type: none">• harbour dues, fuel and crew costs;• administration costs including additional accountancy fees and the cost of staff training.	
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How much grant can I get?

1.9 Any grant offered will be limited to the lower of:

- The value of the Environmental Benefits generated by transferring the relevant freight from road to water (this will set the grant ceiling), or
- The financial need for grant determined by a financial appraisal comparing the costs of transporting freight by water with the costs of the road alternative, or
- 30% of the total operating costs of the water movement of the relevant freight, or
- € 2,000,000.

How is the value of Environmental Benefits calculated?

1.10 Environmental Benefits are calculated by taking the tonnage/containers that you can commit to move by water over an agreed time period and working out how many lorry journeys your scheme will remove from roads in England, Scotland and Wales. Details of how to calculate your environmental benefits are explained in Annex A.

Why do I need to complete a financial appraisal?

1.11 Applicants need to demonstrate through a financial appraisal that the cost of moving freight by water is greater than by road and that, without a grant, the scheme would not go ahead. WFG can only be paid if without grant support the freight in question would go by road and it can be demonstrated that the service would be viable without grant within the agreed time period. To demonstrate this, we need to see soundly based evidence to support a prediction of the type and quantity of goods that will use the proposed service. Guidance on the financial appraisal is provided in Annex B.

Are there any other restrictions I may need to know about?

1.12 You should be aware that:

- A WFG is a one-off grant – it cannot be extended beyond the original time period agreed;
- Grant can only be provided for one project per line; and

- Grant is awarded on a declining profile for any period up to a maximum of three years⁴.
- These are stipulations of the European Maritime State Aid rules under which WFG operates.

How will the restriction to “only one project per line” be interpreted?

1.13 In deciding whether an application would be ineligible due to this restriction, the Department will use the following criteria:

- A project is defined by the route, cargo to be shipped, all related services, and by lorry-journeys replaced; an environmental impact must be clearly attributable to each project;
- In principle, a project is distinct from other projects in terms of route, cargo, services and lorry journeys replaced;
- An eligible project may however overlap with projects with regard to the route (starting point, intermediate stops, port of destination), but in such cases both projects must be complementary to each other and the costs and financing of cargo shipping and services must be clearly separable; cumulation with other state aid for the same eligible costs is permitted up to the most favourable aid ceiling; there must be a net increase in lorry-journeys replaced;
- Where a project is not new but consists of the upgrade of the services on an existing project, the costs and financing of the upgrade must be clearly identifiable and attributable to the upgrade.

1.14 If in doubt, you are advised to contact the Department before developing your application.

What evidence do I need in order to apply?

1.15 You will need to outline:

- the environmental benefits of the scheme, including the traffic that will move from road to water as a result of the scheme being grant supported;
- a financial need for grant (shown over four equal periods) comparing the costs and revenues of moving the traffic by water as opposed to road. The fourth period should show the service is viable without grant.

What should I do first?

1.16 The first step is to read this guidance and complete an initial application form, which you can download from the websites. Once you have completed this form with the basic information about your proposed scheme, the origin and destination of the

⁴ An applicant could seek support to establish a service over a shorter period, for example a service could be supported over a period of 12 months, which would result in a shorter period of assessment and monitoring. Grant is awarded in three fixed tranches of 50%, 33.3% and 16.7%.

traffic and the tonnages or number of containers involved, you should send it to the relevant administration (see contact details below) and they will soon be in touch to arrange a preliminary meeting.

Who do I submit my application to?

1.17 Where a project removes lorry journeys from the roads of England only, you should contact the Department for Transport. For Scotland only, you should contact Transport Scotland and for Wales only you should contact the Welsh Government. Where a project will remove lorries from the roads of more than one country, it will usually be dealt with by the administration of the country in which the majority of the environmental benefits will be generated. You can contact the relevant Administrative Body for advice on how to proceed in such a case.

2. Contacts

Table 2.1 Contacts		
England	Scotland	Wales
<p>Freight Grants Team Department for Transport Great Minster House 33 Horseferry Road London SW1P 4DR</p> <p>Tel: 0300 330 3000</p> <p>Email: freightgrants@dft.gov.uk</p> <p>Web: https://www.gov.uk/government/collections/freight-grants</p>	<p>Low Carbon Economy Accelerator Team Transport Scotland Scottish Government Aviation, Maritime, Freight and Canals Directorate Victoria Quay Edinburgh, EH6 6QQ</p> <p>Email: Edward.thomson@transport.scot.gov</p> <p>Tel: (0131) 538 7828</p> <p>Web: https://www.transport.gov.scot/our-approach/industry-guidance/freight-transport/#42454</p>	<p>Rail Projects Team Transport and Digital Connectivity Economy, Energy and Transport Department Cathays Park Cardiff CF10 3NQ</p> <p>Email: customerhelp@gov.wales</p> <p>Tel: 0300 060 4400</p> <p>Web: https://beta.gov.wales/freight</p>

3. Your Questions Answered

How long will it take to get a decision?

- 3.1 Once you have completed an application, we aim to process it within 12 weeks of receipt, though this may be longer if information is missing or extensive verification of figures and projections is required.
- 3.2 You may find that a bid round is in operation, in which case the closing dates of each funding round are published at the beginning of each year. Details of bid rounds currently in effect in England can be found on the Department's website⁵. Once a WFG application has been processed, an applicant can expect to receive an 'in-principle' decision within six weeks of the bid round.
- 3.3 If demand for grants exceeds the grant funding available, we may need to prioritise applications. Applications will be prioritised on the basis of value for money: benefit cost ratio (BCR). This is determined by dividing the value of environmental benefits by the value of the grant to be offered.
- 3.4 If your application is successful, you will be issued with a formal offer of grant which will specify the amount of grant to be provided, the conditions attached to it and how you should claim payment. You will be given 28 calendar days to accept this.

How will grant be paid?

- 3.5 Payment will be made in arrears and must be made by completing a Claim Payment Form which will be issued to you when an award of WFG is made. All claims will need to be accompanied by supporting evidence, which will be agreed at the time of awarding the grant. Grant recipients will need to ensure that their accounting systems are suitable for easy extraction of the relevant income and expenditure figures for monitoring purposes.
- 3.6 The Department will reserve the right to verify tonnage with Navigation, Port Authorities or other relevant organisations.

⁵ <https://www.gov.uk/government/publications/department-for-transport-delivers-more-grant-funding-to-transport-freight-by-rail/mode-shift-revenue-support-and-waterborne-freight-grant-applications-and-background-information>

- 3.7 Claims for payment may be made on a monthly, quarterly, biannual or annual basis. This will be agreed before any award of WFG is made.
- 3.8 When making an application for WFG, you must identify the period of time over which grant support is required, up to a maximum of three years, and divided into three equal periods (see Section 8 for further information). Your application will also show a fourth and final period during which no grant will be payable. This is the period in which you expect the scheme to be financially viable. As the scheme is expiring on 31 March 2027, a funding agreement must be made and signed prior to this date, to enable payments to be made across the full period applied for.

How long will WFG operate for?

- 3.9 WFG will operate until 31 March 2027. Any offer of grant will be limited by the budget available at the time of applying and to services that have been contracted and will have commenced operation before 31 March 2027.

What happens after 31 March 2027?

- 3.10 The scheme will expire on 31 March 2027, after which point no new grant awards can be made. Consideration will be given to determine whether a new scheme will be pursued.

What other freight mode shift grants are available?

- 3.11 In addition to WFG, the Mode Shift Revenue Support (MSRS) scheme is available to offset the additional operating costs of running an inland waterway or rail freight service, where this is more expensive than road and where there are environmental benefits to be gained.
- 3.12 As MSRS is administered in England by the Department for Transport, in Scotland by Transport Scotland and in Wales by the Welsh Government, you can contact any of these organisations for further details on the scheme and how it operates.
- 3.13 The Scottish Government and Welsh Government may offer Freight Facilities Grants (FFGs), which help offset the capital cost of providing rail and water freight handling facilities, including for coastal and short sea shipping. The FFG scheme in England closed in 2011, and the GB-wide scheme expired in 2023. However, under the Subsidy Control Act 2022, Devolved Governments can enact localised FFG. Please contact the relevant Administrative Body for more information (see Section 2).

What if I am seeking or have sought other public funding?

- 3.14 It is advisable that you seek advice from the relevant Administrative Body on how this will affect the assessment of your application before submitting it. Each assessment will be dealt with on a case-by-case basis depending on the specific details of the proposal. Under EU State Aid rules, under which this scheme was originally created, an overall ceiling of 30% of eligible cost coverage applies in case the grant awarded through this scheme is combined with other national or Union schemes.

What if a successful application could distort competition?

3.15 All grants have a potential to distort competition. In most cases the impact is negligible, but we will look closely at any negative competition effects and reserve the right to refuse a grant or make it subject to conditions to mitigate any potentially significant distortions of competition. In these circumstances you will need to consider whether to accept the grant on these terms or reject the offer and make other arrangements.

4. Initial Exploration

- 4.1 Having read the Introduction and Your Questions Answered, you should now have a fair idea of whether your operation is likely to qualify for WFG. If you already have a strong business plan or have previous experience of applying for WFG or similar grants, you can now proceed to develop your application.
- 4.2 We suggest however that before starting work, it may be helpful to have an informal discussion with the relevant administration to find out more about how the WFG process works and the funding available. To request a meeting, we ask you to email the relevant Administrative Body (contact details are in Table 2.1).

What is the purpose of an initial meeting?

- 4.3 This initial meeting will enable us to discover as much as possible about you and your proposal and help determine its potential eligibility. We will also discuss the scope of what might be included in the application and help you decide whether it would be worthwhile pursuing an application further. The timing of your proposal and any deadlines can also be discussed, and we can advise you as to whether it is feasible to complete the application appraisal process within the timescales you envisage.
- 4.4 Once we have established that the proposed project could qualify for WFG, you can proceed to develop your application.

Do I need to employ a consultant?

- 4.5 There is no need to employ a consultant to apply for WFG. However, you may decide that a consultant would be helpful, particularly if this is your first experience of applying for a freight grant. It would be best to consider this after the initial meeting with the relevant Administrative Body.

5. Building your application

- 5.1 You can download a WFG application form. Once complete, this form and any supporting evidence (maps, diagrams and other illustrative materials) should be submitted by email to the relevant Administrative Body.
- 5.2 The information requested in the application enables us to understand your business and your plans. In addition, it provides us with information about the nature of your company and its market position, as well as details as to why the project is being considered and what the proposed operation involves.

An example of an applicant's description of their proposed operation could be, 'Company X plans to set up a new waterborne freight service running initially twice a week from location A to location B.

The service will transport containers for one customer along the coast of Britain, thereby removing lorry journeys that would otherwise occur. Although one customer has committed, the service initially will be unprofitable.

Grant support is sought to enable the company to increase the frequency of the service to four times a week, in doing so the company aims to attract further customers to make the service both frequent and profitable'.

- 5.3 Most of the information you have already gathered through your initial exploration will now be needed as part of your business case for the grant application.
- 5.4 Gathering the evidence in a clear and concise form will assist you in completing your application and enable you to assemble the material in a form that will help us process your application. You should aim to be:
 - Consistent
 - Business Oriented
 - Understandable
 - Measurable
 - Accountable

Risks and Assumptions

5.5 Depending on the sources from which you intend to draw traffic for the proposed scheme, you may only have incomplete information about the existing routes, distances and transport modes. Therefore, you may need to do research to build up a profile for this traffic based on estimates and assumptions that you will need to set out.

5.6 When producing your evidence of the existing tonnage movements and evidence to support and estimate for future movements of freight you should consider:

- Will the change in mode, of itself, lead to any loss or growth in freight movements?
- Is growth in trade assumed? If so, what are the assumptions, and what are they based on?
- What are the probabilities of this being right?
- Are there any other risk factors that may impact on the ability of the operation to achieve estimated freight transport levels over the term of the grant arrangement?

5.7 You will need to consider the risks and the likelihood of change taking place. This will be especially relevant where there are variables over which you have no control, such as exchange rates.

Timeframe

5.8 Your business plan should clearly state what duration of grant support is required, split into three equal periods. The three periods the grant is to cover may total up to a maximum of three years. Your business case should show how the three periods over which grant will be paid will be sufficient to bring the operation to a point where it is financially viable in a fourth period without grant. This fourth period should be of equal duration to the other three periods. If successful in your application, any grant agreement must be signed prior to the expiry date of the scheme on 31 March 2027.

5.9 If this is an existing loss-making service, the duration of the four periods proposed should tie in with information you have about the length of any transportation contracts you have agreed. It should also take into account the likely length of time it will take for your application to be made and the first grant payment to be paid.

Environmental Benefits

5.10 The environmental benefits of the scheme are critical to any application. The illustration in Annex A shows how to calculate these, by identifying the value of removing one lorry journey of freight from the road and transferring it to water.

Financial Appraisal

5.11 The financial appraisal at Annex B and C illustrates how we calculate the amount that would be needed to make water-based schemes as financially attractive as road alternatives. Although this is only an illustration and individual cases may be subject

to different analysis, successful applications have followed this approach as closely as possible. If you find that in some places this approach does not work for your project, early discussions with the relevant administration are advisable.

Sustainability

5.12 When developing your scheme, you will need to consider how it can be run as sustainably and responsibly as possible. If you can demonstrate that your company is actively committed to sustainability this will strengthen your WFG application.

6. Completing your WFG application

6.1 You should now be in a position to pull together all the information needed for your application.

Evidence

6.2 We need to see evidence supporting the information you supply. Please include all letters of support (from potential customers, port and harbour authorities, etc.) as well as evidence to support your operating cost figures. You should ensure that any information which is confidential is clearly flagged up in the parts of the application which it applies to.

6.3 The clearer your application, the quicker we will be able to proceed with processing it. If there are gaps or if aspects need clarification, it is likely that this will slow down the process as we will need to seek further information from you.

6.4 If there are any significant or material changes to your proposals that happen as your application proceeds, please let us know as soon as possible so that we can advise you as to whether you will need to start again with a new application.

Confidentiality and Freedom of Information

6.5 Information provided in an application, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

6.6 If you want information that you provide to be treated as confidential, please ensure this is clearly marked, but be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

6.7 In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

6.8 We will process your personal data in accordance with the Data Protection Act 2018 and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

7. Decision on your application

- 7.1 We aim to reach a decision on your application within 12 weeks of receiving a complete application. Much will however depend on the complexity of the scheme and the quality of the application. In less complex cases it may be possible to reach a decision more quickly.
- 7.2 We may wish to appoint an independent assessor to examine your application. You will be informed if this is likely before any formal offer of grant is made. Should an assessor be appointed, they may find it helpful to visit the site of your operations to understand the detailed workings of your scheme.

Formal Offer

- 7.3 The formal offer of grant letter will set out the proposed basis of payment. You will be asked to sign and accept the offer and commit to moving the traffic by water, as outlined, over the timeframe indicated.
- 7.4 It will also include amongst other things:
 - Any terms and conditions that apply to the grant⁶;
 - How to claim the grant.
 - Details of how traffic moved will be reported.

Publication and Publicity

- 7.5 The Department for Transport, Transport Scotland and the Welsh Government may publish full details of all WFG awards on their respective websites and on the Subsidy Control Database.

⁶ For example, in accordance with government policy for the support of small and medium sized businesses, we will ask that when you enter into a contract with a supplier or contractor, [or] for the purpose of performing your obligations under this grant, you ensure that a provision is included in that contract requiring payment to be made as soon as possible and in any event within a specified number days from the receipt of a valid invoice.

7.6 The relevant administration may issue a press release when the scheme becomes operational. Occasionally, Ministers may wish to be involved in the official opening of a new operation. If so, we will be in contact in a timely manner to agree and make arrangements.

What if you don't get a grant?

7.7 If your application is unsuccessful, feedback can be provided on request on the reason(s) why your scheme has not resulted in an offer of grant.

8. Payment and Monitoring

Term of Assessment

8.1 In your application for WFG you will have identified the period of time over which grant support is required, up to a maximum of three years, and divided this into three equal periods. Your application will also show a fourth and final period during which no grant will be payable. This is the period in which you expect the scheme to be financially viable. As the scheme is expiring on 31 March 2027, a funding agreement must be made and signed prior to this date, to enable payments to be made across the full period applied for.

8.2 All grant awards are subject to the available budget at the time of applying. In terms of payment, 50% of the total grant value can be claimed during Period 1, 33.3% in Period 2, and 16.7% in Period 3. For example, where the grant award is £1,200,000; the amount of grant paid out in each period would be:

Table 8.1 Periods for payment of grant	
Period 1	a maximum of £600,000
Period 2	a maximum of £400,000
Period 3	a maximum of £200,000

Payment

8.3 Grant will be paid at a fixed rate per tonne/container calculated separately for each period. The grant per tonne/container will be calculated by dividing the potential maximum WFG payable for each period by the number of tonnes/containers which are projected to be carried during that period. Claims for payment of grant should be made at regular intervals⁷ and must be supplied alongside evidence of traffic moved - this may for example include Bills of Lading or Port records. Payment will be made within 20 working days of the receipt of all the necessary information and supporting documentation.

⁷ The regularity of payment will be discussed with the applicant.

Table 8.2 Illustration of grant award broken down over 3 periods

In the paragraph 8.2 above, WFG totalled £1,200,000. If the projected freight to be carried was 20,000 tonnes/container in period one, 40,000 tonnes/container in period two and 60,000 tonnes/container in period three, the grant payable per tonne moved would be calculated as follows:

Period	Calculation	Grant per tonne/container
1	£600,000 ÷ 20,000	£30
2	£400,000 ÷ 40,000	£10
3	£200,000 ÷ 60,000	£3.33

Verification of tonnage moved

8.4 At the end of each period applicants will be required to provide a Summary Report detailing the traffic moved, the revenues generated and costs incurred during that period. Independent auditors / accountants will be required to confirm that the information in the Summary Report is accurate by completing a Statement of Compliance within 2 months of the end of each of the applicant's periods (as defined in the application) during which grant is claimed.

What happens if the project moves more tonnage than forecast in the application?

8.5 In the event of more tonnage than forecast moving by water, grant will cease to be paid when the upper limit of agreed grant is reached in any particular period.

Table 8.3 Examples of a case where tonnage moved is greater than predicted

	Maximum amount payable	Predicted tonnage	Actual tonnage	Paid
Period 1	£600,000	20,000	30,000	£600,000
Period 2	£400,000	40,000	50,000	£400,000
Period 3	£200,000	60,000	85,000	£200,000
Total	£1,200,000	£120,000	165,000	£1,200,000

In this situation, grant for Period 1 would cease to be paid when the initial £600,000 has been paid. Payment would resume for tonnage moved after the start of the next period but would cease when a further £400,000 has been paid. Payment would resume in respect of tonnage moved on commencement of the third period and would cease altogether when the final £200,000 has been paid.

What happens if the project moves less tonnage than forecast in the application?

8.6 In the event of less tonnage than forecast moving by water at any time during the period of the grant, and using the figures above as an example, this profile of payment will continue to apply. Therefore, if only £450,000 is paid by the end of first

period, £400,000 would continue to be available in the second period and £200,000 in the third period.

Table 8.4 Example of a case where tonnage moved is less than predicted				
	Maximum amount payable	Predicted tonnage	Actual tonnage	Paid
Period 1	£600,000	20,000	15,000	£450,000
Period 2	£400,000	40,000	40,000	£400,000
Period 3	£200,000	60,000	50,000	£166,667
Total	£1,200,000	120,000	105,000	£1,016,667

In this situation, £450,000 would be paid. Payment would resume for tonnage moved after the start of the next period but, as before, would cease when a further £400,000 has been paid. Payment would resume in respect of tonnage moved on commencement of the third period and £200,000 would be available. However, £166,667 would be paid if the tonnage moved was again less than predicted.

- 8.7 However, given that the grant is at the outset based upon a firm expectation of viability at the end of the grant period, the relevant Administrative Body may at any time during the grant period decide to look closely at the circumstances leading to the shortfall. Further financial projections are likely to be requested. If we are not satisfied that viability can ultimately be achieved, we may withdraw the undertaking to pay grant.
- 8.8 If the information is not provided, or there is concern about the performance of the project, we will seek a meeting to discuss the situation and consider what course of action may be appropriate. Where there are performance concerns, we will wish to be satisfied that all reasonable endeavours have been made to achieve and maintain the volumes of traffic forecast in the application and may need to consider appropriate remedies in any event.

Record Keeping

- 8.9 You will be asked to provide the name of a person who will be the first point of contact and who will be responsible for informing us promptly of any change of circumstances and in keeping up to date records of the freight moved. You will need to ensure that your accounting system enables you to extract appropriate income and expenditure figures for the freight service. You are also asked to keep and maintain, for a period of 6 years after the expenditure occurs, adequate and proper records and books of account recording all receipts and expenditure of the monies paid by the way of the grant.

Withdrawing an offer of grant

- 8.10 Only in exceptional circumstances would we withdraw a grant after it has been awarded. We would let you know in advance if we were, for any reason, considering this step and you would be given an opportunity to state your case as to why the offer should not be withdrawn.

Illustrations of cases where remedies were found to help the applicant meet its traffic commitment and avoid grant repayment:

- A business offering port haulage saw that the traffic flow was falling off and started an advertising campaign. They found new customers. The Department checked that the new customers would deliver the environmental benefits in the same way as the original proposal and confirmed that this satisfied the grant conditions.
- A firm encountered access difficulties that prevented further use of the wharf for which WFG had been paid. Instead of returning the money they spent the equivalent on developing a neighbouring wharf where they could bring traffic. They achieved the environmental benefits and were able to keep the grant and stay in the business.

What happens if the business is sold?

8.11 Any potential change of ownership of a WFG recipient needs to be reported to us as early as possible. A recipient of WFG is not entitled to assign or sub-contract the award of grant to new owners without written consent from us.

False information

8.12 Providing false or misleading information in either the grant application or in the subsequent monitoring process is a breach of grant conditions and could result in legal action.

Annex A: Calculating Environmental Benefit

A.1 The calculation of environmental benefits is an essential part of a WFG application. This annex aims, through a step-by-step process, to provide guidance as to how this can be achieved. In addition to this annex, it is recommended that applicants read the more detailed information on environmental benefits⁸.

Step 1: Identifying flow details

A.2 To begin, you will need to know some basic information before progressing to calculate the environmental benefits. This will include details on:

- the origin and destination of the traffic, preferably by postcode;
- the average payload of the lorries used; and
- whether there are any backload or lorries returning empty to the origin.

Step 2: Understanding Mode Shift Benefit Values

A.3 The value of environmental and social benefits is based on calculating the benefits of removing one lorry mile of freight from road and transferring it to water. These are known as Mode Shift Benefit (MSB) values. Table A.1 outlines these by the four identified road categories. These values are used by applicants in calculating the environmental benefits.

Table A.1 Mode Shift Benefit Values	
Road type	Value
Motorways standard	£0.11
Motorways high value	£1.61
A Roads ⁹	£1.23
Other Roads	£3.38

⁸ <https://www.gov.uk/government/publications/freight-mode-shift-benefit-values-technical-report-an-update>

⁹ Not including single track A roads with passing places (in Scotland), which will be treated as "Other Roads"

A.4 For details of which sections of motorway are high value and the distances between the junctions on these sections, please see table A.2 below.

A.5 In cases where the distance by water varies by more than 25% from the road journey, a separate calculation of the environmental benefits of water and road will need to be undertaken, in order to calculate the disbenefit of the additional distance. It is strongly recommended that you contact us to seek advice in advance of starting work on your calculation.

Step 3: Calculating total mileage and the route value

A.6 To identify the mileage on the categories of road set out in table A.1, enter your origin and destination details into a routing software. This will provide details of the distance travelled on each different road type. Use the tables at A.2 to identify whether any of the motorway mileage is high value. The same calculation should be carried out for any onward road journeys (disbenefits).

Table A.2 MSB High Value motorways and distances between junctions¹⁰

M1		J15a	J16	J17
	J15	2.7	6.6	15.2
	J15a		3.9	12.5
	J16			8.6

M1		J29	J30	J31	J32	J33	J34	J35	J35a
	J28	6.8	13.6	19.2	22.5	24.9	27.5	31.4	32.9
	J29		6.8	12.4	15.7	18.0	20.7	24.5	26.1
	J30			5.6	8.9	11.2	13.9	17.8	19.3
	J31				3.3	5.7	8.3	12.2	13.7
	J32					2.4	5.0	8.9	10.4
	J33						2.7	6.5	8.1
	J34							3.9	5.4
	J35								1.5

¹⁰ The high value will apply between the junctions stated on the motorways listed

M3		J10	J11	J12	J13	J14
	J9	1.4	2.7	6.3	8.0	9.1
	J10		1.3	4.8	6.5	7.7
	J11			3.5	5.2	6.4
	J12				1.7	2.9
	J13					1.2

M4		J5	J6	J7
	J4b	2.1	5.8	7.5
	J5		3.7	5.5
	J6			1.7

M4		J32	J33
	J30	5.6	9.0
	J32		3.4

M6		J4a	J5	J6	J7	J8	J9	J10	J10a
	J4	2.7	4.8	8.0	12.4	12.9	15.8	17.3	20.8
	J4a		2.1	5.3	9.7	10.2	13.0	14.5	18.1
	J5			3.2	7.6	8.1	11.0	12.5	16.0
	J6				4.4	4.9	7.8	9.3	12.8
	J7					0.5	3.4	4.8	8.4
	J8						2.9	4.3	7.9
	J9							1.5	5.0
	J10								3.5

M6		J16	J17	J18	J19	J20	J21	J21a
	J15	9.4	15.5	19.3	27.4	32.0	35.1	38.0
	J16		6.1	9.8	18.0	22.6	25.7	28.6
	J17			3.7	11.9	16.5	19.6	22.5
	J18				8.1	12.7	15.8	18.8
	J19					4.6	7.7	10.6
	J20						3.1	6.0
	J21							2.9

		J9	J10	J11	J12	J13	J14	J15	J16	J17	J19
M8	J8	1.2	2.1	3.2	4.5	5.1	5.8	6.5	7.1	7.8	8.5
	J9		0.9	2.0	3.2	3.9	4.5	5.3	5.9	6.6	7.3
	J10			1.1	2.4	3.0	3.7	4.4	5.0	5.7	6.4
	J11				1.2	1.9	2.5	3.3	3.9	4.6	5.3
	J12					0.7	1.3	2.0	2.7	3.3	4.0
	J13						0.6	1.4	2.0	2.7	3.3
	J14							0.7	1.4	2.0	2.7
	J15								0.6	1.3	2.0
	J16									0.7	1.4
	J17										0.7

M25	All
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		J4	J5	J6	J7
M42	J3a	2.1	4.5	8.1	10.4
	J4		2.4	6.0	8.3
	J5			3.6	5.9
	J6				2.3

M60	All
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		J19	J20	J21
M62	J18	3.0	5.2	7.5
	J19		2.2	4.5
	J20			2.2

		J27	J28	J29	J30
M62	J26	4.5	7.5	10.3	12.5
	J27		3.0	5.7	7.0
	J28			2.8	4.0
	J29				2.2

A.7 For coastal shipments which would otherwise be transported by road, the entirety of the road alternative would be used to calculate the Environmental Benefits of the waterborne service. In the case of short-sea shipping, we will only take into account those lorry miles that would be removed from roads in England, Wales and Scotland.

Onward road journeys through other European countries cannot therefore count towards the Environmental Benefits of the waterborne service.

Step 4: Calculating the number of removed lorry journeys

A.8 To calculate the number of lorry journeys removed, you will need to divide the annual tonnage to be moved by the average payload of the lorry. This gives the number of one-way lorry trips required. If lorries would return empty, you will need to multiply this figure by 2 to show the return journeys removed. However, if there are backloads which wouldn't be removed by the funding, then these cannot be counted as removed lorry journeys.

Step 5: Calculating the environmental benefit

A.9 The final step is to calculate the value of the environmental benefits by multiplying the route value, by the number of lorry journeys. This will give you the value of the environmental benefits.

Environmental Benefit Worked Example

Using the above step by step approach the following example aims to show how fictitious company Admin Logistics (AL) calculates its environmental benefits.

Step 1: Identifying the flow details:

AL is interested in applying for support through WFG. The company runs a service between X and Y currently carrying 20,000 tonnes a year. It is expected that this will rise to 40,000 tonnes in year 2 and 50,000 tonnes in year 3. The company has identified that the lorries have a payload of 25 tonnes and for each trip the lorries have a backload.

Step 2: Understanding Mode Shift Benefit Values:

AL has read and understood the MSB values, how they have been derived and is now ready to calculate the total mileage for each of the identified road types.

Step 3: Calculating total mileage for each road type:

Routing software is used to identify the route the lorry would take and the distances travelled on different roads. This is then summarised in Table A.3.

Step 4: Calculating mileage and the total route value:

Now that the mileage on different road types has been established, AL is able to use the MSBs to calculate the route value. This is then added to Table A.3.

Table A.3: Calculating the route value:

Road type	Mileage	MSB Value	Route Value
Motorways standard	26	£0.11	£2.86
Motorways high value	0	£1.61	£0.00
A Roads	35	£1.23	£43.05
Other Roads	21	£3.38	£70.98
Total	82		£116.89

Step 5: Calculating the number of removed lorry journeys:

Using the payload information and tonnage that the company identified through step 1, the number of lorry journeys can be calculated. In this case there are backloads.

Step 6: Calculating the environmental benefit:

The final step for the company is to calculate the value of the environmental benefits. This is done by multiplying the route value, already identified in step 4 by the number of lorry journeys as identified in step 5. This can then be divided by the tonnage to give a benefit per tonne/containers figure. Table A.4 below pulls together this information.

Table A.4: Calculating the environmental benefit:

Period	Tonnage	Payload	Lorry Journeys	Route Value	Benefit per tonne
1	20,000	25	800	£116.89	£4.68
2	40,000		1,600		£4.68
3	50,000		2,000		£4.68
Total	110,000		4,400		

The example above shows the environmental benefits are valued at £4.68 per tonne (4,400 lorry journeys x £116.89 route value / 110,000 tonnes). However, this is not an indication of the level of grant that may be offered but is the ceiling above which no grant offer can be made. Other elements of the application will determine the exact amount of grant offered, including the financial appraisal, minimum value for money, prioritisation and budget availability (see Annex B B.10).

In this case the financial need (the difference in moving the commodity between road and water over the period of grant) was assessed at £1.59 per tonne (£175,000 / 110,000 tonnes – see calculation in the table in Annex C). Therefore, the applicant could apply for grant at £1.59 per tonne moved. The value for money on that basis would be a BCR of 2.94:1 (£4.68 benefit / £1.59 cost).

Annex B: Financial Appraisal

B.1 WFG is payable where the following set of conditions are met:

- there are environmental benefits to be gained by transporting goods by water rather than road,
- the initial operating costs of transporting freight by water are greater than by road, so that the scheme would not be financially viable by water without a grant; and
- the scheme will become financially self-sufficient over no more than three defined periods.

Why complete a financial appraisal?

B.2 The aim of the financial appraisal is to compare the overall operating costs of the waterborne scheme with that for the road equivalent. The appraisal is carried out over four fixed time periods to demonstrate that there is a shortfall during the first three equal time periods, but that the scheme is self-sufficient during the fourth period.

B.3 The appraisal sets out a breakdown of the operating costs incurred over the four periods under the proposed scheme and compares them with the road alternative. These are then set against any difference in the revenues to derive the cash flows for both options. All cash flows are expressed in 'real' prices, that is, present day prices.

Completing your financial appraisal

B.4 In completing your financial appraisal, you will need to assemble all the relevant information on the tonnage, revenues and operating costs associated with the water and road options and enter this information onto a spreadsheet like that shown in Annex C.

B.5 Information should be provided for each of the 4 periods. Please be aware that the fourth period should show that the service is able to operate without grant support. Your appraisal should cover:

- A. Tonnage/containers – You should forecast the tonnage/containers moved for each flow in each of the periods. Your grant will be calculated as a rate per tonne/container of goods moved paid on the basis of the actual goods moved.
- B. Difference in cost of commodity – evidence of the cost of the commodity to be moved under the road and water options. Please note that only the difference in those costs should be factored in financially, not the costs themselves.
- C. Revenue – If the revenue would be the same whether the goods are transported by road or by water no revenue need be identified. However, where there is a difference, this should be identified. Only the difference needs to form part of the calculation.
- D. Operating costs for the road and water options - You should include within your appraisal all costs which are directly attributable to the road or water-based option. Where an operating cost is the same for both the road and water option it need not be included in your analysis. For example, this may include:
 - Harbour dues, fuel, repairs, maintenance and crew costs.
 - The cost of using maritime infrastructure.
 - Administration costs including additional accountancy fees and the cost of staff training.
- E. The cost of hiring or leasing equipment including:
 - Combinations of vehicles (lorries, trailers, semi-trailers, swap bodies or containers of 20 feet or more).
 - Vessels.
 - Installations enabling transshipment between shipping routes and roads.

B.6 Costs and revenues should be expressed in today's prices using Pound Sterling. Other currencies should be converted using current exchange rates.

B.7 In completing the financial appraisal, if the total cost over the first three periods is negative, but positive in the fourth period, there is a need for WFG support. However, if the scheme cannot demonstrate by the fourth period that it will be viable without grant, then WFG support cannot be provided.

Supporting Evidence

B.8 The information supplied must be supported by full evidence, provided in an annex. Much of the necessary evidence will already have been assembled to substantiate your answers to other questions in the application.

B.9 Your forecasts should be supported by evidence such as contracts or letters from prospective customers to verify the tonnage levels. Information about the costs associated with road haulage should be supported by at least two written road haulage quotations.

Calculating the maximum grant that you can apply for

B.10 The potential level of grant support will be based on the lowest of:

- the financial need for grant based on the cumulative difference between the total cost of road and water options over the 3 grant periods, or
- the value of environmental benefits, which is calculated by multiplying the environmental benefit per tonne by number of tonnes of freight expected to be moved over 3 periods (this will set the grant ceiling), or
- 30% of the operating costs over the period of grant of the water operation, or
- €2,000,000 (equivalent Pound Sterling).

B.11 The total grant provided will decrease over the three periods as follows:

- 50% of the grant available in the first period
- 33.3% available in the second period, and
- 16.7% available in the third period.

B.12 Grant will be provided on a per tonne or per container basis. It is calculated according to the volume you expect to move in a period, divided by the grant applicable in that period.

Annex C: Financial Appraisal: Worked Example

C.1 In this example a fictitious firm, Freight WaterLogistix Ltd, is looking for grant to help it move part of its business to a short sea route. There is an existing commitment to move 20,000 tonnes in the first year, growing to 40,000 tonnes in the second year, 50,000 in year three, and then 60,000 in year four¹¹.

C.2 Freight WaterLogistix identifies the individual elements that make up the overall road cost and enter this information onto the spreadsheet (see below). Where costs are provided, for example haulage costs, these are supported with haulage quotes. The company does the same for the water costs, entering each element on to the spreadsheet and backing this up with evidence.

C.3 In reviewing the data entered, Freight WaterLogistix are able to identify that over the first 3 periods, the water option becomes increasingly competitive, so that by period 4 grant is no longer needed.

C.4 Using this information Freight WaterLogistix are then able to calculate the basis of their grant, which would be the lowest of:

- The financial need for grant support, based on the difference over 3 periods of the road and water option; i.e. £175,000.
- the value of environmental benefits; i.e. £514,800 (this is the grant ceiling), or
- 30% of the operating costs over the period of grant of the water operation i.e. £535,500 (£1,785,000*0.3= £535,500), or
- €2,000,000.

C.5 Assuming that the environmental benefits are higher at £514,800; the maximum allowable grant over the three periods would, in this instance, be the cumulative difference between road and water cost of £175,000, as this is the lowest of the four elements set out in C.4. In the first year 50% of this grant would be provided (£87,500), in the second year 33.3% is available (£58,275) and in the third year 16.7% is available (£29,225). This grant would be paid on a per tonne basis.

¹¹ Please note that although this illustration is worked in tonnes, if you have made calculations per container, there is no need to rework them to apply

WFG Financial Appraisal

	Period of Grant															
	Period 1				Period 2				Period 3				Period 4			
	Road		Water		Road		Water		Road		Water		Road		Water	
	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total
Tonnage		20,000		20,000		40,000		40,000		50,000		50,000		60,000		60,000
Cost difference of commodity	£1.00	£20,000	£0.00	£0.00	£1.50	£60,000	£0.00	£0.00	£2.00	£100,000	£0.00	£0.00	£2.50	£150,000	£0.00	£0.00
Haulage	£10.00	£200,000	£13.00	£260,000	£10.00	£400,000	£12.50	£500,000	£10.00	£500,000	£12.00	£600,000	£10.00	£600,000	£11.50	£690,000
Handling	£3.00	£60,000	£4.00	£80,000	£3.00	£120,000	£3.50	£140,000	£3.00	£150,000	£3.00	£150,000	£3.00	£180,000	£2.50	£150,000
Onward road cost	£0.00	£0.00	£0.50	£10,000	£0.00	£0.00	£0.50	£20,000	£0.00	£0.00	£0.50	£25,000	£0.00	£0.00	£0.50	£30,000
Other	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Total costs	£14.00	£280,000	£17.50	£350,000	£14.50	£580,000	£16.50	£660,000	£15.00	£750,000	£15.50	£775,000	£15.50	£930,000	£14.50	£870,000
	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total	Per Tonne	Total
Road v Water	-£3.50	-£70,000	-£2.00	-£80,000	-£0.50	-£25,000					£1.00	£60,000				
Identifying grant level - lowest of 4 elements below												Grant Award				
Cumulative difference between road vs water (financial need)						£175,000			Period 1	50%	£87,500					
Value the environmental benefits (£4.68 - as calculated in Step 6 x 110,000 tonnes)						£514,800			Period 2	33.3%	£58,275					
30% of water operating costs						£535,500			Period 3	16.7%	£29,225					
Maximum grant allowed under scheme rule						£ 2,000,000			Total	100%	£175,000					