

# FREQUENTLY ASKED QUESTIONS PROGRAMME TO SUPPORT SUSTAINABLE AND DIGITAL TRANSPORT

Non-competitive competition: Maritime Eco-  
Incentive - BENEFICIARIES

RECOVERY, TRANSFORMATION  
AND RESILIENCE PLAN

10/01/2023

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## Programme Overview

### 1.1 What is an eco-incentive?

By definition, eco-incentives are a series of aids or initiatives aimed at facilitating or encouraging the use and/or purchase of goods and services that are not harmful to the environment. Specifically, the maritime eco-incentive, which has an initial budget of 60 million euros, aims to consolidate and increase the modal share of maritime transport. The eligible cost is the external cost saved, which in this case depends on the reduction of pollutant emissions achieved by the shift from road to ships.

Road External Cost - Sea External Cost = eligible external cost. In the case of maritime eco-incentives, it will be a demand-side aid, targeted at users of maritime ro-ro services, and the aid will be proportional to the socio-environmental merit generated by the use of maritime services.

Not all maritime services are eligible. In **particular, maritime services will be covered by this type of aid if they meet the following requirements:**

- a) Allow shipment of eligible units on ro-ro, con-ro or ro-pax vessels.
- b) Connecting ports located in the territory of the Member States of the European Union.
- c) Originating in or bound for a port of general interest in the national territory.
- d) Be a regular service, with the minimum frequency established in the corresponding call for tenders.
- e) Be a maritime freight service for which there is an alternative road transport route. For the purpose of meeting this requirement, an alternative road transport route shall be considered to be one that is entirely by road, including, where appropriate, the crossing of canals or straits by sea, provided that the route is not limited to the crossing of such canals or straits.

The eco-incentive will cover 100% of the unit external cost savings of the maritime service within the national territory, with an expected limit of 30% of the operational costs of the maritime service. Thus, the cost savings for maritime service are calculated on the basis of a typical lorry using the maritime service to cover its journey, compared to a lorry that covers its journey only by road.

## 1.2 Will the 2022 traffic prior to the launch of the call be eligible?

No, there will be no retroactivity for eco-incentives. For the maritime eco-incentive, in the first call, the period of eligibility of eligible activities will be from the date of publication of the extract of the call in the BOE until 31 March 2023. The maritime beneficiaries are the companies that contract the transport service (demand).

## 1.3 What are considered as external costs in the calculation of eco-incentives?

External cost is understood as the cost of carrying out an activity, in this case freight transport, which is not borne by the agents that carry it out, but is passed on to society as a whole, which is the one that ends up bearing it. The external costs that are considered in the eco-incentive programme are: greenhouse gas emissions and air pollution (environmental costs), noise, congestion and accidents (socio-economic costs) generated by freight transport. The eco-incentive is based on external cost savings by shifting from a more polluting mode such as road to a more sustainable mode such as maritime transport.

## 1.4 Will older vehicles have more incentives since they have more environmental impact?

No. The eco-incentive will depend on the environmental performance of the vessel and not on the vehicle label as a representative type of heavy goods vehicle from the current fleet has been taken into account for the calculation of the external costs of the road.

## 1.5 Are eco-incentives compatible with aid from other countries?

The subsidies envisaged are incompatible with the receipt of other aid or subsidies for the same purpose from any public administration or body, whether national, European Union or international. In turn, as incentives are provided only for the national section, the operator could, where appropriate, apply for aid from other countries for sections outside our borders.

## 1.6 When linking two European ports, would it be possible to apply for aid to the two countries corresponding to each port?

The eligible cost is the external cost saving that an eligible unit on Spanish territory produces by using an eligible service instead of going by road. Consequently, any aid which does not subsidise the same eligible cost would be compatible.

### 1.7 How are the funds divided between the rail and maritime eco-incentives?

The two eco-incentive programmes (rail and maritime) are endowed with an endowment of 120 million plus an additional  $\approx 15$  million, with the aim of encouraging the use of rail and maritime freight transport by establishing two eco-incentive schemes to reward the environmental and socio-economic external cost savings generated by the use of both modes compared to road.

60 million has been considered initially for the maritime eco-incentive, in the light of previous studies on traffic evolution and modal shift.

### 1.8 Will the eco-incentives to be given to maritime traffic within the scope of the MRR be only for ro-ro traffic or for any shipping line that manages to avoid current road traffic?

Potential beneficiaries may be any natural or legal person established in a Member State of the European Union who has paid the maritime freight corresponding to the eligible activity, whether they are the shipper, a carrier or a transport operator. Regular, international services between EU Member States of type ro - ro, con - ro or ro - pax with origin, destination in a port of general interest of the Spanish territory, which admit eligible units (semi-trailers, excluding the tractor unit, trailers and rigid heavy vehicles), will be considered as eligible, and should preferably have a minimum frequency to be defined in the call for proposals. In any case, an alternative road transport route must be available. For the purpose of fulfilling this requirement, an alternative road transport route shall be considered to be one that is entirely by road, including, where appropriate, the crossing of canals or straits by sea, provided that the route is not limited to the crossing of such canals or straits.

### 1.9 Will there be any way of verifying that this is traffic transferred from the road to the sea?

On the one hand, the eligible activity is limited to the traffic of eligible road units using the eligible services. On the other hand, for a service to be eligible there must be an alternative road route (as part of that route, the crossing of canals or straits is considered to be included).

### 1.10 Is there a minimum number of shipments to apply for the eco-incentive?

There is no minimum number of shipments. A single shipment is sufficient to claim the aid. Thus, the beneficiary can apply for aid from the first shipment on an eligible service.

## Service eligibility and eligible units

### 2.1 What are considered eligible units?

Eligible units are semi-trailers, excluding the tractor unit, trailers and rigid heavy goods vehicles (Art 5 of the O.M).

### 2.2 How would the Canarian Ports be understood?

They are Spanish ports to all intents and purposes regardless of the tax regime.

According to Art. 5 of the OM, maritime services with Canary Islands ports will not be eligible, as there is no alternative road route.

### 2.3 What would be the treatment of the mainland - Ceuta lines?

For the purposes of the programme, Ceuta is a Spanish port. Consequently, Ceuta-Peninsula services are not eligible as they are not international (cabotage traffic), (art 5 of the O.M.).

### 2.4 Would the transport of a container on a semi-trailer in a ro-ro service be eligible for this aid?

Yes, the registration number of the semi-trailer is identified, not the load.

### 2.5 Would the transport of goods on a Roll-Trailer in a ro-ro service be eligible for this aid?

No, eligible units can only be semi-trailers, excluding the tractor unit, trailers and rigid heavy vehicles (art. 5 of the O.M.).

### 2.6 Can transport to places that are not accessible by road (e.g. Canary Islands, Balearic Islands, Corsica, Sicily, Morocco, etc.) participate in maritime eco-incentives?

In order to be considered as eligible services, it must constitute a real alternative route to the corresponding road transport route. For the purpose of fulfilling this requirement, an alternative road transport route shall be considered to be an alternative road transport route if it is carried out entirely by road, including, where appropriate, the crossing of canals or straits by sea, provided that the route is not limited to the crossing of such canals or straits by sea, and provided that the route is not limited to the crossing of such canals or straits by sea, and provided that the route is not limited to the crossing of such canals or



straits by sea.

straits. For example, services with Ireland (English Channel and St. George's Channel), and Sicily (Strait of Messina) would be eligible.

## 2.7 Will traffic between Spanish ports or only international routes be subsidised?

This first call does not envisage subsidising cabotage. Only international routes that meet the requirements set out in the OM and described in question 1.1 of this document will be eligible.

## 2.8 Of the exceptions raised for frequency, what would happen in the case of not having an alternative route (road transport) because there is another shipping company covering the service?

According to Article 5.e, for the service to be eligible, it must be a maritime freight service for which there is an alternative road transport route.

The exceptions to the condition of being a scheduled service with 2 weekly frequencies and the requirement to have an alternative road route are separate conditions, to be fulfilled independently in order to be considered an eligible service.

## Calculation of the eco-incentive

### 3.1 What does the amount of the subsidy depend on?

The amount of the subsidy depends on the environmental and socio-economic merit demonstrated during the performance of the eligible activity (defined as the unit external cost savings, in accordance with the factors set out in Article 2.1 of the regulatory bases) resulting from using the eligible service compared to the alternative route by road, taking into account, among other factors, the environmental performance (the external environmental costs generated) of the vessels with which the service is operated and that of the land vehicles.

External cost is understood to be the cost of carrying out an activity, in this case the transport of goods, and which is not assumed by the agents who carry it out, but is passed on to society as a whole, which ends up assuming it.

According to Article 2 of the regulatory bases, the external costs considered in the eco-incentive programme are: greenhouse gas emissions and air pollution (environmental costs), noise, congestion and accidents (socio-economic costs) generated by freight transport. The eco-incentive is based on external cost savings by shifting from a more polluting mode, such as road, to a more sustainable mode, such as rail or maritime.



### 3.2 How have external cost savings been calculated?

The environmental performance of ships has been calculated on the basis of the following factors: capacity, average occupancy, fuel type, emission abatement system, speed, port emissions and sea distance.

The calculation of the environmental performance of road vehicles has been made on the basis of the following factors: EURO standard representative of the average vehicle, average consumption, route characterisation (urban, suburban, rural) and road distance.

For each eligible service, the external cost savings produced by a land vehicle using the maritime service to carry out all or part of the transport, compared to a vehicle using only road transport, have been calculated.

### 3.3 How is the unit eco-incentive defined?

The unit eco-incentive, defined as the amount of the subsidy in unit terms (€ per eligible unit), for each beneficiary, eligible service and call, is equal to the difference between the estimated total external costs incurred on the alternative road route with respect to the estimated total external cost of using the eligible maritime service, not exceeding the limit of 30% of the operating costs of the maritime service as set out in Annex II of the Call (Ministerial Order published on 20 September 2022 (by extract in the BOE), approving the first call for subsidies in non-competitive concurrence of the eco-incentive for the promotion of maritime freight transport based on environmental and socio-economic merit, within the framework of the Recovery, Transformation and Resilience Plan - financed by the European Union - NextGenerationEU for the eligibility period 2022- 2023).

### 3.4 How is the total amount of subsidies calculated?

The total amount of the subsidies is the result of multiplying the value of the unit eco-incentive, calculated for each of the eligible services, by the volume of eligible activity, measured in number of eligible units shipped, carried out by the beneficiary on each of these services. The subsidy accrued per beneficiary is the sum of the subsidy to be received for the use of each of the eligible services:  $F_i$  being the number of shipments made on eligible service  $i$ ;  $Eco_i$ , the eco-incentive allocated to service  $i$ ;  $n$ , the total number of eligible services used

$$S = \sum_{i=1}^n F_i * Eco_i$$

### 3.5 What is meant by operational expenditure?

Operational expenditure means the average freight provided by shipping lines.

### 3.6 Which services are eligible in the 1st call for beneficiaries?

The eligible services and the value of the eco-incentive unit are shown in the table below:

Relación de servicios elegibles y valor del eco-incentivo

CÓDIGO SERVICIO	PUERTOS SERVICIO	MEJORA UNITARIA <sup>3</sup> (€)	% KM EN TERRITORIO ESPAÑOL	ECO-INCENTIVO (€/Unidad elegible)	ENTIDAD COLABORADORA
GRI_BCN - LIV	Barcelona - Livorno	232	15,5	29,3	GRIMALDI EUROMED S.P.A
GRI_BCN - SVN	Barcelona - Savona	166	19,9	26,2	GRIMALDI EUROMED S.P.A
BRI_BIL - ROS	Bilbao - Rosslare	184	7,4	6,8	BRITTANY FERRIES BILBAO SL
FNN_BIO - ZEE	Bilbao - Zeebrugge	145	9,7	7,2	FINNLINES OYJ
FNN_BIO - ANT	Bilbao - Antwerp	145	9,7	7,2	FINNLINES OYJ
FNN_BIO - HEL	Bilbao - Helsinki	367	3,4	5,6	FINNLINES OYJ
FNN_BIO - KOT	Bilbao - Kotka	367	3,4	5,6	FINNLINES OYJ
FNN_BIO - PAL	Bilbao - Paldisky	367	3,4	5,6	FINNLINES OYJ
GRI_SGT - SLN	Sagunto - Salerno	194	25,1	41,7	GRIMALDI EUROMED S.P.A
CLD_SDR - ZEE	Santander - Zeebrugge	349	16,4	50,2	CLdN RoRo S.A
CLD_SDR - DUB	Santander - Dublin	640	10,4	60,0	CLdN RoRo S.A
GRI_VLC - LIV	Valencia - Livorno	299	36,7	102,8	GRIMALDI EUROMED S.P.A
GRI_VLC - SAV	Valencia - Savona	264	40,9	101,2	GRIMALDI EUROMED S.P.A
FSU_VGO - MTX	Vigo - Montoir	278	58,0	154,2	FLOTA SUARDIAZ SL
FSU_VGO - ZEE	Vigo - Zeebrugge	327	41,3	128,1	FLOTA SUARDIAZ SL
SUA_VGO - MTX	Vigo - Montoir	131	58,0	69,0	SUARDIAZ ATLÁNTICA S.L

### 3.7 Would the applicable eco-incentive for the use of the same eligible service be the same for all users (accompanied/unaccompanied transport) of that Ro-Ro service?

Yes, the eco-incentive is calculated per service and is therefore the same for all eligible units.

### 3.8 Would the distance from the point of loading of the goods to the port of departure of the shipping line influence the calculation of the eco-incentive?

It does not influence the main route, but the last mile (access to the port) is taken into account.

### 3.9 Would the calculation of the eco-incentive be directly and exclusively linked to the unit external cost savings of the eligible line?

Yes.

### 3.10 In order to establish the external costs of the truck covering the road-only journey, are "standard" origin/destination points established to coincide with the location of the origin and destination of the service?

Yes, from the port of origin to the port of destination of the maritime service is a necessary simplification.

## Applications 1st call for applications

### 4.1 When is the first call for applications expected to be published?

The **first call for** non-competitive subsidies for the eco-incentive for the promotion of maritime freight transport based on environmental and socio-economic merit, published in the Official State Gazette on 20 September 2022, **will subsidise traffic carried out from 20 September 2022 to 31 March 2023.**

**The application period will run from 1 April to 30 June 2023 at 12:00 noon.**

### 4.2 What happens if I apply after the deadline?

Any application submitted after the deadline **will not be accepted.**

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### 4.3 Where can I apply?

Applications for grants can be made through the [Electronic Headquarters](#) by clicking on the following link:

[https://sede.mitma.gob.es/SEDE\\_ELECTRONICA/LANG\\_CASTELLANO/OFICINAS\\_SECTORIALES/SUB\\_PRTR/ECOINCETIVO\\_MARITIMO/](https://sede.mitma.gob.es/SEDE_ELECTRONICA/LANG_CASTELLANO/OFICINAS_SECTORIALES/SUB_PRTR/ECOINCETIVO_MARITIMO/)

All the information regarding the call for the maritime eco-incentive (call requirements, documents to be submitted and all kind of information) is available in the following document "**note for the application procedure**" in the following link:

[https://www.mitma.gob.es/recursos\\_mfom/paginabasica/recursos/nota\\_admisibilidad\\_1o\\_convocatoria.pdf](https://www.mitma.gob.es/recursos_mfom/paginabasica/recursos/nota_admisibilidad_1o_convocatoria.pdf)

### 4.4 How do I submit my application?

In the coming months, support and guidance guides will be made available on the website of the Ministry of Transport, Mobility and Urban Agenda to facilitate the submission of applications by potential beneficiaries. However, a model of the annexes to be submitted and the (**provisional**) data file can be found at the following link:

<https://www.mitma.gob.es/ministerio/proyectos-singulares/prtr/transporte/programa-for-sustainable-transport-support-and-digital-eco-maritime-incentive>.

#### **Necessary documentation to be submitted:**

The documentation to be submitted by applicants through the electronic site of the Ministry of Transport, Mobility and Urban Agenda (hereinafter, MITMA), in accordance with the models contained in Annex I of the call and which will be available for download at the said electronic site, consists of 3 parts:

#### **Part A: General information on the application.**

It must be completed through the electronic office:

- Annex I.A. Identifies the main characteristics of the application, including, inter alia, information concerning the vehicles embarked and eligible services used, identification data of the applicant, the representative and contact details.

#### **Part B: Supporting documentation:**

- Legal entity form, in accordance with the specimen set out in Annex I.B.1, together with with a copy of the official documents supporting the information contained therein;
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- A financial identification form, in accordance with the model set out in Annex I.B.2, accompanied, if not stamped and signed by the bank's representative, by the certificate of account ownership;
- A declaration of responsibility, in accordance with the model set out in Annex I.B.3;
- The certificates accrediting compliance with the tax and Social Security obligations stipulated in article 22 of the Regulations of the General Law on Subsidies, issued specifically for the purpose of receiving a subsidy from the Public Administrations, in the event of having expressly refused consent for the awarding body to directly obtain these certificates telematically, in accordance with the provisions of article 6.2 a) of the regulatory bases.

In the case of foreign companies, they shall provide equivalent documents issued by a competent judicial, notarial or administrative authority of the Member State or of the country of origin (or establishment) proving that the potential beneficiary fulfils these requirements.

Where the Member State or country concerned does not issue such documents or certificates, they may be replaced by a declaration on oath or, in Member States or countries whose legislation does not provide for declaration on oath, by a solemn declaration made by the person concerned before a competent judicial or administrative authority, a notary or a competent professional or trade body of the Member State or country of origin or of the Member State or country where the economic operator is established.

### **Part C: Documentation supporting the obligation to comply with environmental legislation and policy**

- Responsible statement, in accordance with the model set out in Annex I.C, including information on the compliance of the activities carried out with national and EU legislation in areas such as environmental protection, environmental impact assessment and the principle of "no significant harm" (hereinafter referred to as DNSH).
- Documentation accrediting the capacity to represent the person signing the application. Representation may be accredited by any legally valid means that provides reliable proof of its existence, in accordance with the provisions of article 5.4 of Law 39/2015, of 1 October, on the Common Administrative Procedure of Public Administrations. In either case, the signatory of the grant application must appear as the representative of the applicant organisation.
- Tax identification card (NIF).
- Certificate of registration in the Census of Entrepreneurs, Professionals and Withholders of the State Tax Administration Agency or in the equivalent census of the Foral Tax Administration, or in the corresponding census, inventory or register depending on the

legal nature of the applicant entity, which must reflect the economic activity actually carried out at the date of application for the grant. The submission of the grant application will entail the applicant's authorisation for the awarding body to directly obtain accreditation of registration in the Census of Entrepreneurs, Professionals and Withholders of the State Tax Administration Agency, by means of telematic certificates, in which case the applicant will not be required to provide the corresponding certificates.

However, the applicant may expressly refuse consent and must then provide the relevant certificates.

- Responsible statement accrediting compliance with the conditions and requirements established in the regulatory bases and in the call for applications to obtain the grant, without prejudice to the possibility of the competent body to consult the information systems to verify compliance with the conditions of the beneficiaries of the grant.

This verification may be carried out before or after the grant is awarded and, if non-compliance with any condition is detected, the grant may be refused or reimbursement may be demanded.

- Acceptance of the transfer of data between the Public Administrations involved in order to comply with the provisions of the applicable European regulations and in accordance with Organic Law 3/2018, of 5 December, on the Protection of Personal Data and guarantee of digital rights (model established in Annex I.B.4).
- Responsible declaration regarding the commitment to comply with the cross-cutting principles established in the PRTR. (model set out in Annex I.B.3).
- Completion of a declaration of absence of conflict of interest (DACI) (model set out in Annex I.B.5.).

#### 4.5 If I have any questions about how to apply, where can I go?

You can send your questions to the MITMA mailbox, selecting in the type of query the field: "Eco - maritime incentive".

<https://www.mitma.gob.es/ministerio/proyectos-singulares/prtr/programa-de-apoyo-al-sustainable-and-digital-transport-call-for-aid-businesses-competitive-concurrence/competitive-aid-call-for-aid-business-form/formulario-convocatoria-ayudas-empresas>

**Formulario de dudas del programa de ayudas a empresas de transporte del Plan de Recuperación (PRTR)**

**Nombre/ Razón Social \***

**Correo electrónico \***

**Tipo de consulta \***

**Nº de expediente de la solicitud**

**Detalles de la consulta**

**Aviso legal:** Puede acceder a la información detallada sobre el tratamiento de sus datos personales en este [enlace](#).