

## ZERO-EMISSION HEAVY DUTY VEHICLE - INFRASTRUCTURE & INFRASTRUCTURE PORT GRANT SCHEME INFORMATION GUIDE

### 1. General

- 1.1 This Information Guide must be read with the Grant Offer Letter and Terms & Conditions which govern the Zero-Emission Heavy Duty Vehicle - Infrastructure (**ZEHDV-I**) & Zero-Emission Heavy Duty Vehicle - Infrastructure Port (**ZEHDV-IP**) grant scheme's (the *Schemes*).
- 1.2 This document must be read in conjunction with the Grant Offer Letter and Terms & Conditions which govern the Scheme which you intending to apply. It is not a legal document and does not purport to be a legal interpretation of the relevant legislation or legal documents.
- 1.3 In the event of there being any inconsistency or discrepancy between this Information Guide and the terms of the Grant Letter, the terms of the Grant Offer Letter shall prevail.
- 1.4 Under the Schemes, the Minister of Transport, acting through the Department of Transport (the *Department*), will provide funding to Transport Infrastructure Ireland (**TII**), which, in turn, administers the Schemes, with the assistance of Pierse Fitzgibbon Solicitors LLP which acts as the Operator of the Schemes. Through Pierse Fitzgibbon Solicitors LLP, TII provides grants (*Grants*) to applicants (*Applicants*) satisfying certain criteria as set out in the Grant Letters and Terms & Conditions.
- 1.5 Any infrastructure already ordered, purchased and installed to support Heavy-Duty Zero-Emission Vehicle recharging, it is not eligible for support under the Schemes.
- 1.6 The Schemes are subject to review by the Minister for Transport (the *Minister*) and TII from time to time. The Schemes may be amended or terminated by TII in accordance with the terms of the associated Grant Letter.

### 2. Background

- 2.1 The transport sector accounts for approximately 20% of Ireland's national greenhouse gas emissions, and transformational change is required if the sector is to reduce emissions in line with national and international commitments. Although heavy duty vehicles (**HDVs**) only account for approximately 5% of vehicles on European Union (**EU**) roads, they are responsible for around 25% of all road transport emissions. Projections indicate that without significant policy action, an upward emission trajectory is set to continue. Developing mitigation measures to successfully tackle emissions from this sector is an increasingly important objective.
- 2.2 To mitigate against this upward emission trajectory, the Department and the Zero Emission Vehicle Ireland (ZEV) determined the need for financial supports for the HDV sector, to assist in the transition to lower emitting alternatives.
- 2.3 At the request of the Department, TII has been tasked with establishment and administration of the Schemes to aid in our national transport decarbonisation efforts and the transition to zero emission vehicle technologies with the objective of reducing transport emissions and pollutants. The Scheme aims to accelerate the decarbonisation of the heavy-duty transport sector, which includes vans, trucks, buses and coaches.
- 2.4 TII has secured funding from the Department to assist vehicle purchasers to bridge the price differential between zero-emission and conventional HDV technologies. Each year, funding for the Schemes will be determined by the Department as part of the annual estimates process,

following consultation with TII.

- 2.5 Grants are provided to facilitate the purchase and installation of zero-emission recharging infrastructure in order to accelerate the use of sustainable, accessible and smart transport.

### 3. What is the Scheme Period

- 3.1 The Schemes commence on 1 November of each calendar year for the following budgetary year. Applications for Grants may be made from that date for the scheme associated with the following budgetary year.
- 3.2 Applications may be submitted in each calendar year until the earlier of:
  - (a) 30 September of that calendar year; or
  - (b) the date on which funds for the Scheme for the calendar year in question have been exhausted, (the *Scheme End Date*).
- 3.3 The acceptance of Applications and then the making and timing of payments under the Scheme is wholly dependent on the level of funding allocated by Government to the Schemes in a particular calendar year.

### 4. Who can avail of the Scheme

- 4.1 Any enterprise, whether private, public or commercial may apply for this scheme. This includes any sole trader, company or statutory corporation.
- 4.2 Where the Applicant is installing the recharging infrastructure as **part of** an Inland or Maritime Port the Applicant is eligible to apply for funding under the ZEHDV-IP Grant Scheme.
- 4.3 Where the Applicant is installing the recharging infrastructure that is **not part** of an Inland or Maritime Port the Applicant is eligible to apply for funding under the ZEHDV-I Grant Scheme.
- 4.4 Where the Applicant is predominantly established in an EU Member State that is not Ireland, the Applicant must show that it has some establishment, branch or activity within Ireland.
- 4.5 The Applicant and its Affiliates have not received Grants under the Scheme where the combined total of the Grants exceeds €200,000 within the budgetary year of the grant application.

### 5. What Infrastructure is Eligible under the Scheme?

- 5.1 For the purposes of the Schemes, Infrastructure means, the infrastructure associated with the recharging of Zero-Emission Heavy Duty Vehicle's and related technical equipment.
- 5.2 Subject to the requirements of the Grant Letter and Terms & Conditions of the Schemes the following minimum requirements must be met for an application to be successful:
  - (a) The recharging infrastructure must have a minimum recharging capacity of 50kW at a single recharging point or 22kW where there are two or more recharging points.
  - (b) Where there are two 22kW recharging points a minimum recharging capacity of 44kW must be available.
- 5.3 Where the Grant is awarded under the ZEHDV-IP grant scheme the infrastructure must be accessible to the public and cannot be used solely for private use by the Applicant.

- 5.4 Where the Grant is awarded under the ZEHDV-I grant scheme the infrastructure can be used solely for private use by the Applicant and / or made available to the public use.
- 5.5 SEAI and ESB Networks maintain registers of EV Rechargers that would be suitable for this Scheme provided they meet the minimum requirements of the scheme.
- (a) [SEAI - EV Recharger Register](#)
- (b) [ESB Networks EV Recharger Register](#)
- 5.6 On-Site Generation and Battery Storage are not eligible for funding under the Scheme, however the SEAI Non-domestic Microgen Grant is available to applicant that wish to install Solar PV Generation ([Non-Domestic Microgen Scheme](#) | [Business Grants and Supports](#) | [SEAI](#)).
- 6. How is the Grant Amount Determined?**
- 6.1 The maximum amount of the Grant is the difference between €200,000 and the aggregate amount received through previous grant applications under the Scheme within the budgetary year of the grant application.
- 6.2 GBER sets out the maximum aid amount that can be allocated from state funds for the installation of infrastructure to support zero emission vehicle recharging under EU state aid rules, the Provisional Grant Amount in respect of ZEHDV-I varies by reference to:
- (a) the size of the undertaking applying for the grant, i.e. whether the undertaking can be categorised as ‘small’, ‘medium’ or ‘large’; and
- (b) the infrastructure being installed in an Economically Disadvantaged Area.
- 6.3 Undertaking size is determined by definitions developed by the EU and based on staff head count and turnover. The following table summarises how the sizes of undertakings are defined under the Scheme and how this relates to the base level of aid intensity available to eligible applicants.

**Table 1. Size of undertaking and percentage of eligible costs**

SIZE OF UNDERTAKING	SMALL	MEDIUM	LARGE
Staff headcount;	Fewer than 50 staff.	Fewer than 250 staff;	More than 250 staff;
turnover/balance sheet total	≤ € 10 m/≤ € 10 m	≤ € 50 m/≤ € 43 m	> € 50 m/> € 43 m
Base level aid intensity per size of undertaking	50% of eligible costs	40% of eligible costs	20% of eligible costs

- 6.4 In the case of newly-established enterprises whose accounts have not yet been approved, the data to apply is to be derived from a *bona fide* estimate made in the course of the financial year.
- 6.5 For additional information on the definition of ‘small’, ‘medium’ and ‘large’ enterprises and on the type of data required to demonstrate the relative size of an undertaking, Applicants are advised to consult Annex I, Articles 1 to 6 of GBER and the European Union Commission’s *User Guide to the SME Definition*.
- 6.6 The base level aid intensity % of eligible costs can be increased by 5% where the infrastructure will be installed in an economically disadvantaged area, in accordance with section 7 chapter

III of the General Block Exemption Regulation (GBER). An economically disadvantaged area is designated by the Regional Aid Map for Ireland (2022 – 2027) ([regional-aid-map-for-ireland.pdf](#)).

## **7. What are the Eligible Costs for the ZEHDV-I grant scheme?**

7.1 The Eligible Costs are the costs associated with the construction, installation, upgrade or extension of new recharging infrastructure. Those costs may include:

- (a) the costs of the recharging infrastructure itself and related technical equipment,
- (b) the installation of or upgrades to electrical or other components, including electrical cables and power transformers, required for connecting the recharging infrastructure to the grid or to a local electricity storage unit,
- (c) the costs of civil engineering works, land or road adaptations associated with the installation, upgrade or extension of the recharging infrastructure,
- (d) costs incurred in relation to obtaining any necessary development consent, including
  - (i) local authority fees for an application for the development consent,
  - (ii) local authority development contribution scheme costs associated with the EV Charging Infrastructure works,
- (e) costs of installation of EV Charging Infrastructure.

7.2 Excluded Costs are the costs that may be associated with the construction, installation, upgrade or extension of new recharging infrastructure which will not be funded under the scheme as follows:

- (a) any costs incurred on or before the date of entry of the Grant Letter,
- (b) any costs incurred in connection with an application,
- (c) any cost incurred in connection with the operation of the recharging infrastructure,
- (d) any professional fees incurred in connection with a Grant Application, or any matter contemplated by any of them,
- (e) any cost incurred in connection with the provision of credit,
- (f) Value Added Tax, including any Value Added Tax incurred in connection with an Eligible Cost,
- (g) any costs incurred in connection with the installation of the Recharging Infrastructure funded under LDV National Road Grant Schemes or any other grant scheme.
- (h) any costs associated with the installation of Recharging Infrastructure that is located in a 'port' or which constitutes a part of 'port infrastructure', in each case as defined by GBER; and;
- (i) any other costs not specifically identified as an Eligible Costs.

## **8. What are the Eligible Costs for the ZEHDV-IP grant scheme?**

8.1 The Eligible Costs are the costs associated with the construction, installation, upgrade or extension of new recharging infrastructure. Those costs may include:

- (a) the costs of the recharging infrastructure itself and related technical equipment,
- (b) the installation of or upgrades to electrical or other components, including electrical

cables and power transformers, required for connecting the recharging infrastructure to the grid or to a local electricity storage unit,

- (c) the costs of civil engineering works, land or road adaptations associated with the installation, upgrade or extension of the recharging infrastructure,
- (d) costs incurred in relation to obtaining any necessary development consent, including
  - (i) local authority fees for an application for the development consent,
  - (ii) local authority development contribution scheme costs associated with the EV Charging Infrastructure works,
- (e) costs of installation of EV Charging Infrastructure.

8.2 Excluded Costs are the costs that may be associated with the construction, installation, upgrade or extension of new recharging infrastructure which will not be funded under the scheme as follows:

- (a) any costs incurred on or before the date of entry of the Grant Letter,
- (b) any costs incurred in connection with an application,
- (c) any cost incurred in connection with the operation of the recharging infrastructure,
- (d) any professional fees incurred in connection with a Grant Application, or any matter contemplated by any of them,
- (e) any cost incurred in connection with the provision of credit,
- (f) Value Added Tax, including any Value Added Tax incurred in connection with an Eligible Cost,
- (g) any costs incurred in connection with the installation of the Recharging Infrastructure funded under LDV National Road Grant Schemes or any other grant scheme.
- (h) any costs associated with the installation of Recharging Infrastructure that is located outside a 'port' or which does not constitute a part of 'port infrastructure', in each case as defined by GBER;
- (i) any costs for the construction, installation, or upgrade of refuelling infrastructure supplying vessels with fossil-based fuels, such as diesel, natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)), and liquefied petroleum gas (LPG);
- (j) any costs relating to non-transport related activities, including industrial production facilities active in a port, offices or shops, as well as for port superstructures; and
- (k) any other costs not specifically identified as an Eligible Costs.

## 9. How is the Grant process managed

9.1 The following process will apply to those looking to apply for a Grant towards the installation of Recharging Infrastructure:

- (a) The Applicant will complete an application form located on TII's website (the Grant Application Form) and supply the required information as part of the application process and submitted it electronically, to the Scheme Operator's email, [zehdvgrant@pierse.ie](mailto:zehdvgrant@pierse.ie).
  - (i) Applications will be considered by the Scheme Operator on a "first received" basis, subject to an application being satisfactorily completed.
- (b) Upon receipt of the information provided in the Grant Application Form, the Scheme

Operator will complete the following:

- (i) Determine the appropriate grant scheme to award the grant funding i.e. ZHEDV-I grant scheme or ZEHDV-IP grant scheme.
- (ii) Determine the base level of aid intensity entitled to the applicant based on the Applicants SME size.
- (iii) Determine if the infrastructure will be installed in an Economically Disadvantage Area, entitling it to an uplift on the base level of aid intensity.
- (iv) Determine if all the infrastructure is eligible for aid under the Scheme Terms & Conditions.
- (v) Determine the Provisional Grant Amount for the application based on the level of aid intensity and the costs submitted as part of the application.
- (vi) Issue a Grant letter to the Applicant containing proposed grant amount to be made available to the Applicant.
- (c) The Applicant will have twenty-one (21) days to accept the Grant Letter by returning a signed copy to [zehdvgrant@pierce.ie](mailto:zehdvgrant@pierce.ie). If the Grant Letter is not accepted within 21 days the application will be cancelled.
- (d) If the Applicant accepts the Grant Letter in accordance with its terms, the Applicant can then purchase the Infrastructure and supply further information required under the terms of the Grant Letter to the Scheme Operator.
- (e) The Applicant will have until 31 October of the budgetary year in which the Grant Letter has been accepted to satisfy its obligations in this regard (the "Grant Availability Period").

9.2 The following process will apply to those looking to request for payment of an approved Grant:

- (a) It is only possible to make one grant drawdown per application. If the grant drawdown does not make a claim for all the infrastructure associated with the application, the infrastructure not claimed will be permanently removed from the application and the grant offer will no longer apply to the infrastructure.
- (b) The following information must be provided to [zehdvgrant@pierce.ie](mailto:zehdvgrant@pierce.ie) to allow a payment request to be assessed:
  - (i) Company Tax Clearance Number,
  - (ii) ESB Networks Invoice per location ,
  - (iii) Contractor Invoice per location,
  - (iv) Safe Electric Completion Certificate per location,
  - (v) Contractor Declaration of Works per location,
  - (vi) Photographs of the completed works per location.
  - (vii) Where the funding is awarded under the **ZEHDV-IP** grant scheme and the applicant enters into a concession or other entrustment to a third party, the applicant must confirm completion of a tender process in advance of the installation.
- (c) Upon receipt of the information provided in accordance with the Grant Letter the Scheme Operator will complete the following:
  - (i) Verify the SME status of the Applicant,
  - (ii) Verify the eligible costs for each location covered under the grant letter,



- (iii) Verify if all the infrastructure installed is eligible for state aid under the Scheme.
  - (iv) Determine the final grant amount eligible under information provided, in accordance with the Grant Letter.
  - (d) The final grant amount will be notified to the Grantee by the Scheme Operator after which payment of the Grant will be made at TII's discretion, but no later than two (2) months following Scheme Operators confirmation of the grant amount.
- 9.3 The following process will apply to those looking to request an extension of the Grant Availability Period of an approved Grant due to an Excusing Event:
- (a) A grant extension can be requested under the following circumstances:
    - (i) The occurrence of any natural disaster or event outside the control of the Applicant which affected the delivery of recharging Infrastructure,
    - (ii) The Grid Connection not being operational on or before 6 months post the signing of this grant letter by reason of ESB Networks DAC not making such available,
    - (iii) Planning permission not being obtained by a date falling 6 months post the signing of this grant letter after the date contemplated by the Submission due to legal challenge or appeal to An Bord Pleanala,
    - (iv) Delays in the supply of recharging Infrastructure by the relevant contractor for more than 3 months after the date indicated to you by such contractor.
  - (b) A grant extension must be requested in writing to [zehdvgrant@pierce.ie](mailto:zehdvgrant@pierce.ie) within 5 working days of the event becoming known and contain the following information:
    - (i) full details of such circumstances, including their nature, the date of their occurrence and their duration; and
    - (ii) the direct linkage between the Excusing Event and your ability to complete the associated installation works within the Grant Availability Period.
  - (c) The Scheme Operator will review the request and determine if the request is appropriate under the Grant Letter and Terms & Conditions.
  - (d) Where the request is accepted the Scheme Operator will extend the Grant Availability Period by 12 months.
  - (e) Under no circumstances shall the Grant Availability Period be extended more than once, irrespective of the number of Excusing Events or their respective effect on the applicant.

## 10. How to Contact Us

For further details of the Scheme please contact Pierce Fitzgibbon Solicitors, the Scheme Operator, at:

- Email: [zehdvgrant@pierce.ie](mailto:zehdvgrant@pierce.ie)
- Phone: 068 56789