

## Hydrogen Transport Programme (HTP) Frequently Asked Questions

FAQ ID	Date submitted	FAQ Update	Question	Response
1	N/A	N/A	Can we submit an application for stage 2 of the scheme if we didn't apply for funding during stage 1?	Yes.
2	N/A	N/A	How do we submit a project proposal?	See paragraph 3.9 of the guidance document.
3	N/A	N/A	How will applications be assessed?	See paragraph 1.10 Delivering Value for Money (VfM) and paragraphs 3.18 to 3.22 of the guidance document.
4	11/09/18	12/09/18	Could you please email me a list of eligible vehicles, incl. details on make / model?	<p>Please also see answer to same question in webinar, below</p> <p>There is no list of eligible vehicles. Details of vehicle eligibility have been provided within page 10, paragraph 2.9 of the guidance document and state:</p> <p><i>Vehicles</i></p> <ul style="list-style-type: none"> <li><i>The hydrogen vehicles must be fuel cell vehicles operating on UK public roads.</i></li> <li><i>The FCEVs must comply with all safety regulations governing operation on public roads.</i></li> <li><i>FCEVs must be market ready and deliverable to UK roads within the timescales of the programme.</i></li> </ul>
5	11/09/18	12/09/18	Are retrofitted and / or hydrogen-hybrid vehicles eligible?	All FCEVs will in principle be considered, whether bespoke or with fuel cells added to existing battery vehicles, though they must meet all existing vehicle standards. No ICE hydrogen vehicles will be eligible for funding, whether bespoke or retrofitted, though they can of course use the stations if

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				appropriate. The aim of the scheme is specifically to support the roll-out and increased utilisation of fuel cell vehicles.
6	11/09/18	12/09/18	In terms of H2 trucks – would a pilot on HGVs be eligible using for example one of Scania's vehicles.	All vehicles must meet eligibility criteria and must be TRL level 7 or above.
7	11/09/18	12/09/18	And is there a cap in terms of numbers of vehicles per application?	There is no cap on the number of vehicles per application. Applicants are expected to provide strong justification for the project and demonstrate that the project will help to meet primary and secondary programme objectives.
8	13/09/18	12/09/18	Will small scale hydrogen stations be applicable for this bid?	There are few limitations or exclusions on the scale of HRS. Please see page 10, paragraph 2.9 of the guidance document for eligibility criteria.
9	Webinar	Webinar	Is there a list of eligible vehicles available?	There is no definitive list of suitable FCEV's that are available – however the trade associations may be able to help you out with this. There are some links below that may be a good starting point;  <a href="http://www.nextgreencar.com/fuelcellcars">www.nextgreencar.com/fuelcellcars</a>  <a href="http://www.ukhfca.co.uk">www.ukhfca.co.uk</a>  <a href="http://www.shfca.org.uk">www.shfca.org.uk</a>  <a href="http://www.h2euro.org">www.h2euro.org</a>
10	Webinar	Webinar	Eligibility - HRS must be fully operational by March 2020. But financial support will only be available from January 2019, which leaves 14 months for design, procurement, construction and commissioning. This is unlikely to be sufficient.	Funding for the programme will end in March. There is evidence new HRS can be up and running within 12 months and as a result, 14 months was deemed sufficient at the very start of the scheme.  The application window and project duration have both been extended following stakeholder feedback during Stage 1 of the scheme. Stage 2 could not launch until developments resulting from Stage 1 of the scheme could be assessed and understood.
11	Webinar	Webinar	Who can apply for this funding? Local authorities? Commercial partner, consortium?	Applicant types are not restricted. All applications will, however be commercially assessed and part of this process is to establish confidence in the applicant(s) that they are able to deliver the project, disburse funds appropriately and have legitimate sources of income to match fund the grant.
12	Webinar	Webinar	The timescales for delivering projects appear very tight. If funding is confirmed in Q1 2019, then having all HRS "fully	Projects will be monitored on a month-by-month basis and are all expected to work toward the target end-date.

			operational" by March 2020 could be challenging. What are the implications of delays in projects leading to station commissioning beyond March 2020?	If issues arise with individual projects closer to the deadline date, each case will be judged individually, and mitigating circumstances may be taken into consideration.
13	Webinar	Webinar	Is there an advantage to grouping proposals or keep them separate? i.e. would you prefer to fund 10 single station proposals or 2 x 5 station proposals?	The program is very flexible, and it is the responsibility of applicants to justify the size and scale of application that is submitted.
14	Webinar	Webinar	The eligibility criteria suggests that we can't be covering cost from other grants, does this include EU grants?	OLEV will fund 50% of capital costs. Applicants will need to provide evidence of matched funding and no sources of match funding have been ruled out.  The award of funds under this grant scheme does not constitute state aid. However, successful bidders must satisfy themselves that their use of the awarded funds does not itself engage state aid or, where it does, ensure that the state aid rules are fully complied with.
15	Webinar	Webinar	Given the desire for this programme to develop a portfolio and for applicants to consider this, including in relation to the first round, are the details of the outcomes of the first round published, including expected refueller and vehicle types and locations?	The Stage 1 winning bids have been announced and this covers the headline points (the number of vehicles and stations) see <a href="#">New greener police cars to run on hydrogen</a> .  To enable Stage 2 applicants to take into account developments expected during Stage 1 of the project, the following, further information has been released:  <i>Stage 1 of the Hydrogen for Transport programme is deploying four new hydrogen refuelling stations. These are in Derby and Birmingham (both expected to be open by early 2019), which will have a capacity of at least 80 kg H2/day and two in London (West London, most likely in the area of Fulham, and a further London location TBD) with 200 kg H2/day capacity. In addition to the new stations, four existing stations in Teddington, Cobham, Rainham and Sheffield are being upgraded to improve the overall reliability and user-experience with a fifth station in Swindon extensively upgraded and re-opened in September 2018. All stations will provide hydrogen at 350 and 700 bar.</i>  <i>Alongside the hydrogen refuelling stations, Stage 1 is deploying over 190 new fuel cell electric vehicles (FCEVs) from Toyota (&gt;170 FCEVs), Hyundai and Honda, this will include at least 10 FCEVs to customers at the stations in Swindon, Derby and Birmingham and 4 vehicles will be in use in Aberdeen before the end of 2018. The majority of the FCEVs will be deployed in and around London to a variety of end users, including Green Tomato Cars and the Metropolitan Police who will deploy large numbers of vehicles (&gt;50 FCEVs each), as well as end users looking to trial the vehicles, including the London Fire Brigade and British Transport Police (&lt; 5 FCEVs).</i>

16	Webinar	Webinar	Would the distribution of 50% be applicable to all funding ie if it was swayed 40% to the Hydrogen station and 60% to vehicle procurement but the overall is 50% funding?	Yes. The match-funding is aggregated per bid to 50%.
17	Webinar	Webinar	if HRS are to be publicly accessible it potentially cuts out ports are these are only accessible to port businesses and users. However, in our region ports would provide the best location for a hydrogen economy as they would require larger HRS capacities. Would you therefore exclude ports as eligible location?	All locations will, in principle be considered as long as they are publicly accessible. One of the secondary programme objectives is;  - Enabling future expansion of both network and individual stations, by judicious placement or the potential to add future capacity.  Applicants will be expected to justify their choice of location and potential for future expansion to the UK network.
18	Webinar	Webinar	Is it possible to know the geographical representation of prospective bidders for possible partnerships and or synergies?	The networking list of those stakeholders who opted to have their details shared with other webinar attendees has been circulated to webinar attendees.  If you would like your details to be shared with other stakeholders, please send an email to: <a href="mailto:HTPGrants@ricardo.com">HTPGrants@ricardo.com</a> and you must explicitly give your permission to share your name, email address and company name all other interested stakeholders.
19	Webinar	Webinar	If there isn't 700 bar refuelling, would the bid still comply with the stipulation that "the HRS must be accessible to all hydrogen fuel cell vehicles"?	Yes it would, though a clear justification should be given for the exclusion of 700 bar refuelling.
20	Webinar	Webinar	Does the bid require a state aid assessment to be included?	The award of funds under this grant scheme does not constitute state aid. However, successful bidders must satisfy themselves that their use of the awarded funds does not itself engage state aid or, where it does, ensure that the state aid rules are fully complied with.
21	Webinar	Webinar	Eligibility - 200 kg/day H2 production.....any maximum? 2 tons/day? 5 tons/day?	There is no maximum. If the station is also serving buses/trains/ferries, output is likely to be more than 200kg/day.
22	Webinar	Webinar	Are buses eligible for funding?	Yes.

23	11/10/2018	16/10/18	<p>In the application form it mentions Ricardo templates: Detail the project budget using the Microsoft Excel spreadsheet provided Is there a link to this spreadsheet that I haven't discovered yet</p>	<p>There is no specific spreadsheet and we are happy for applicants to provide the information in their own format within a Microsoft Excel spreadsheet. The application form has been updated to reflect this.</p>
24	11/10/2018	16/10/18	<p>Against each budget line (or at least for the total project cost) provide evidence of the numbers, e.g. from actual quotes etc. Where relevant these quotes can be attached as Appendix 10. Question: Is this still necessary if one of the consortium members is the technology provider (electrolyser / dispenser) and hence will provide equipment at cost?</p>	<p>This is still deemed as an eligible cost to the project so this should be provided as part of the application.</p>
25	11/10/2018	16/10/18	<p>Match-funding: ineligible costs are purchase cost of any land – Question: is it possible to use the land value as match-fund? We are not asking for the grant to cover this cost but would it be acceptable to use the value of the land as match considering one of our consortium partners has agreed to siting one of the HRS on their land without charging the project?</p>	<p>The land value cannot be used as a match funding as this is being given at no cost. Eligible costs are usually the capital costs for construction and commissioning of the stations, plus those associated with purchasing or leasing the vehicles.</p>
26	15/10/2018	16/10/18	<p>You mention in the webinar presentation that applicants for stage 2 of the HTP should be mindful of projects funded as part of stage 1, due to the program being reviewed as a single project. I can't find details of the HRS and fleets which have been funded as part of stage 1 online anywhere; could you provide me with the details of all successful bids?</p>	<p>See FAQ 15.</p>

27	18/10/18	24/10/18	Is it possible to submit an application for vehicles only? Or can vehicles only be applied for to support a refuelling station application?	It is possible to submit a vehicle-only application for "...FCEV fleet within range of existing publicly available HRS(s) or planned publicly available HRS(s) with capacity to fuel the fleet".
28	18/10/18	24/10/18	Can you please confirm that grant support is only available for hydrogen filling station infrastructure and not for the production of hydrogen?	The HTP provides capital grant funding for all purchased goods and services necessary to build and commission the proposed project and equipment eligible for grant is any piece of hardware that is intended to be part of the HRS through its expected lifetime.  Equipment used for hydrogen production (such as an electrolyser or equivalent piece of equipment) is eligible and the applicant should demonstrate clearly that it is necessary and forms part of the HRS. The scheme has not been designed to assist with operating costs.
29	22/10/18	24/10/18	I am putting together our application for the HTP2 grant, are you able to send through the formatting for appendix 8 (Risk register).  We will be submitting documents in all appendices so please could you pass on any other specific formatting documents.	There is no specified formatting for appendix 8. Other than using an excel spreadsheet/ workbook for appendices 3 (cash flow) & 9 (budget), applicants are welcome to submit required appendices (and any additional appendices they choose to provide) in their own format.
30	25/10/18	25/10/18	Does the lead organisation need to be a UK registered company?	The lead organisation is not required to be a UK registered company.  Any HRS and/or vehicles funded through the project are required to be based and operational within the UK.
31	25/10/18	25/10/18	I am involved in writing a bid for stage 2 of the HTP competition and was wondering whether a spreadsheet for Appendix 3 is available, as it was for the first phase of the competition? If so, would you be able to send it to me please?	Please see FAQ 23.
32	29/10/18	30/10/18	Does all the vehicle funding need to be defrayed before March 2020? If the station is deployed in March 2020, it might be that vehicles will be deployed later, would this be a problem?	All funding must be defrayed by March 2020.

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33	29/10/18	30/10/18	Can grant funding be used for dissemination activities, reporting, project management?	<p>Advertising, marketing, sales activities and entertaining are all ineligible costs, however applicants may include dissemination and reporting activities within the project management costs that directly relate to the project.</p> <p>Page 12 of the guidance states that eligible costs include;</p> <ul style="list-style-type: none"><li>• Own labour costs, including agreed overheads, but not profit, for construction, commissioning, and project management. These costs must directly relate to the design, construction, commissioning and evaluation of the equipment contained in the project and be auditable as such.</li></ul>
34	29/10/18	30/10/18	With regards to the data on the station and vehicles, how long is this expected to continue for after March 2020?	Data collection is not expected to continue after March 2020 when the funding period comes to an end.
35	30/10/18	30/10/18	Could you please direct me to Template A for the 3 year cash flow which needs to be submitted as Appendix 3 for the Stage 2 application.	Please see FAQ 23.