

SUSTAINABLE TRANSPORT – ELECTRIC VEHICLES

1. Summary of the call

The INTERREG VA Programme is making a call for applications under the specific objective:

Promote cross border, intermodal and sustainable transport in the region.

The total indicative value of call is €6-8million ERDF.

One stage Assessment Process.

Opening Date: **24th August 2018**

Closing Date: **31st October 2018**

Steering Committee Date: **13th February 2019**

The result indicator:

Number of electric vehicle registrations across the region. The current baseline value is 186 electric vehicles registered. The target value for 2023 is 2,000.

The output indicator:

Development and expansion of the cross-border electric vehicle public charging network to complement the existing TEN-T rapid charger network.

A target value of 73 rapid chargers in the region by 2023 has been set for this indicator. Applicants will need to demonstrate their ability to achieve against the outputs indicated and project selection will favour those projects which have the most potential to contribute towards the result indicator provided above.

2. Essential information

This call for applications should be read in conjunction with the following:

- Cooperation Programme, and associated Citizens' Summary
- The Programme Rules

- Guide for Applicants

Please consult these documents before completing the application form as they contain essential information to assist you in making the best application possible.

Applicants may also find it useful to consult the 'Impact Assessment Toolkit for Cross Border Cooperation'. This toolkit has been developed by the Centre for Cross Border Studies, as part of an INTERREG IVA funded project and is intended to be a practical guide to assist with planning cross-border projects. A copy of the toolkit can be downloaded from our website.

3. Project Selection Criteria

The following selection criteria will be used:

- a. Contribution of the project to the defined results and outputs of the Programme.
 - Your project must provide specific information on how it will meet the output indicator target.

Applicants will need to demonstrate that their project proposal will deliver all of the Output Indicator sought within this specific objective. Applicants who cannot deliver the output indicator targets in full need not apply.

- b. Quality of project design;
 - Investments selected for support will be those which demonstrate the most positive impact on carbon emissions by improving the uptake of sustainable transport as defined by the result and output indicators;
 - Projects must demonstrate how they contribute to an agreed integrated strategy for sustainable local mobility in the cross-border region;
 - Contribution to sustainable urban mobility plans and air quality plans (ambient air quality directive 2008/50/EC);
 - Compliance with the Alternative Infrastructure Directive 2014/94/EU.
- c. Quality of project team and implementation arrangements;
- d. Value for money - cost effectiveness of impacting on the result indicator;
- e. Quality of cross-border co-operation with demonstrable added value;
- f. Contribution towards sustainable development;

g. Contribution towards equality.

4. Background to INTERREG Programme

The INTERREG VA 2014-2020 Programme is one of approximately 60 programmes across the European Union designed to promote greater levels of cross-border cooperation.

Northern Ireland, the Border Region of Ireland and Western Scotland share a number of common features with other border areas across Europe where developmental problems are exacerbated by the existence of borders. Borders can distort infrastructure and communication networks resulting in reduced economic development and different policy approaches which hinder joined-up service delivery.

The INTERREG VA Programme has been designed to address many of these issues in order to promote greater economic, social and territorial cohesion across the region.

5. Eligible Region

The eligible area for the INTERREG VA Programme is:

- Northern Ireland;
- The Border Counties of Ireland (Monaghan, Leitrim, Cavan, Louth, Sligo and Donegal);
and
- Western Scotland (Dumfries & Galloway, East Ayrshire and North Ayrshire mainland; South Ayrshire; Lochaber, Skye & Lochalsh, Arran & Cumbrae and Argyll & Bute and Eilean Siar/Western Isles).

Projects must comply with the cross-border requirements of Article 12 of 1299/2013 as detailed in the Programme rules.

6. What is the theme “Sustainable Transport” going to achieve?

The cross-border region is characterised by a predominance of the car as the preferred mode of transport, with corresponding high carbon emissions. In 2016, only 8.5% of cross-border commuting journeys utilised public transport. Moreover, the share of electric vehicles was very low. These figures show that there is a need for cross-border collaboration in order to jointly contribute to more sustainable mobility in the cross-border region. Across the transport sector, there is strong added value from working on a cross-border basis as it reinforces connectivity between the three jurisdictions, leading to a more coherent integrated

network, which aligns public transport, cycling, and electric vehicle infrastructure. In addition, the shared learning from across the three jurisdictions will catalyse behavioural change that can mitigate climate change impacts in the long term through a reduction in carbon emissions.

The investment by the programme in this area will contribute to a more environmentally friendly, multi-modal and integrated transport infrastructure that will encourage the use of low carbon means of transport. The investments by the programme will complement other policy initiatives by authorities in individual jurisdictions within the region (Northern Ireland, Scotland and the Border Region of Ireland) aimed at promoting the use of public transport, environmentally friendly forms of transport, including the use of electric vehicles and the development and promotion of integrated cycle networks linked to public transport hubs within the region.

7. Anticipated Actions

A key factor in limiting the uptake of electric vehicles is the lack of confidence among vehicle owners about the availability of a fully operational rapid charging network. The Programme will assist the further development of a cross-jurisdictional network of charging points and associated infrastructure which is essential to support and promote increased use of electric vehicles with their corresponding beneficial impact on carbon emissions. Actions will be supported that establish and enhance existing and new networks, this will include:

- The installation/ deployment of rapid chargers alongside the existing cross-border infrastructure for electric vehicles to ensure harmonisation/ compatibility with existing network/ system including upgrading and expanding the distribution of existing rapid chargers.
- The installation/ deployment of rapid chargers alongside the existing cross-border infrastructure for electric vehicles including inter-operability and management systems to ensure it aligns with and complements the existing rapid charger network and enhances connectivity and cross border mobility.
- The installation/ deployment of higher powered rapid chargers to allow faster charging of electric vehicles.

- Deployment of innovative technology through the establishment of multi charge point hub(s) to charge EVs using renewable energy.
- Research into charging infrastructure specifically more sustainable approaches to charging electric vehicles including the use of EV chargers on ferries.

All actions supported will include promotion and the raising of public awareness to facilitate behavioural change in relation to the increased usage of cycling, public transport and electric vehicles.

8. Budget and co-financing rate

€6-8m million ERDF is available under this call. Successful projects will be offered a grant in Euro. The maximum intervention rate that can be applied is 85%. Match funding of up to 15%, may be made available through Central Government.

Please see the Programme rules for further details on match funding.

However, please be aware the intervention rate (grant rate) may decrease depending upon the state aid implications of your project. It is the responsibility of the Lead Partner to ensure that State Aid implications have been fully considered. The application should clearly demonstrate how State Aid compliance will be achieved. The applicant may wish to reference the EU Commission green light for German green cars infrastructure, Case SA.46574.

The level of grant aid may also be adjusted to take due account of anticipated future revenue streams. Please consult the Programme rules for further details.

Grants and payments may take any of the following forms:

- (a) Reimbursement of eligible costs actually incurred and paid;
- (b) Standard scales of unit costs;
- (c) Flat-rate financing, available for overhead costs or salary costs.

The above options may be combined only where each option covers different categories of costs or where they are used for different projects forming a part of an operation or for

successive phases of an operation. Flat-rate financing for overheads is available for this call at a rate of 15% of staff costs.

9. Application process.

A one stage application process will be in place for this call. Full details of the assessment process, including admissibility criteria is also available in the Guide for Applicants.

You can apply on line through the SEUPB website, for further information please see www.seupb.eu

Completed Applications should be submitted to applications@seupb.eu.

10. Contact Us

For general enquiries about this call please contact the SEUPB on: Tel: + 44 2890266690

Contact Name: Helen Donaldson

Programme Manager

Special EU Programmes Body

Email: helen.donaldson@seupb.eu