## Depot Charging Scheme FAQ

1. **How do I know if I am eligible for this grant?**

An eligible applicant will meet and be able to evidence the following criteria:

* Be registered and operating in the UK for at least 1 year at the time of application.
* Own, lease or have on order or plan to order, a zero-emission electric van, HGV or coach.
* Either own their depot or have landlord permission for infrastructure installation.
  + Where applicants lease their depot, the depot must be leased for the next three years.
* Either have the required grid capacity on site, or provide evidence of an electrification date within the project delivery window.
* Have sufficient financing to deliver the project and meet the matched funding requirements.

1. **What information will I need to provide as part of my application?**

Applicants will be required to provide:

* A copy of their operating licence, or for van-only fleets, evidence of their BVRLA membership, FORS accreditation or LUK van excellence accreditation;
* Evidence of current or future battery electric vehicle ownership, including acquisition dates and Vehicle Identification Numbers;
* Vehicle lease contracts or order forms (where applicable);
* Evidence to confirm ownership or lease of the depot(s);
* Confirmation of any previous EV infrastructure funding;
* Description of any current EV chargepoint infrastructure;
* Description of the proposed EV chargepoint infrastructure;
* An outline of any third parties that would be contracted to deliver the infrastructure;
* A full budget breakdown for the duration of the project;
* Evidence of Distribution Network Operator arrangements;
* Evidence of financing for the project.

1. **I am a bus operator. Am I eligible under the coach segment of the grant?**  
   No, buses are not eligible for this grant as it is targeted for commercial vehicles in early stages of electrification. Coaches are broadly defined as public transport vehicles used for regional and international travel where there is no space for standing in the gangway. If you are not sure if this applies to your vehicle, the exact definition for the purposes of this grant is Class III vehicles, belonging to vehicle categories M2 and M3, as defined in Article 4 of Regulation (EU) 2018/858.
2. **I operate in Scotland/Wales/Northern Ireland. Am I eligible for this grant?**  
   Yes, fleet operators in England, Scotland, Wales and Northern Ireland are eligible to apply for the fund.
3. **What qualifies as a depot?**

For the purposes of this grant, funding will only be given towards installation of chargepoints at depots. For the purposes of this scheme, a depot is defined as a commercial site where HGVs, vans and/or coaches are housed and maintained, and from which they are dispatched for service.

1. **I have multiple depots, can I apply for more than one site?**  
   Yes, as long as the application meets the eligibility criteria in full, and you are able to provide the required documentation for each depot site.
2. **Will an application have greater chance of success if it contains multiple sites?** No, applications are assessed independently to the number of sites owned or managed.
3. **Do I need to meet all eligibility requirements, can an exemption be made?**  
   No, exemptions will not be made. However, all grants are kept under review to ensure best value for money and that they remain fit for purpose.
4. **Is there a list of eligible vehicles or chargepoints for this grant?**  
   There is no exhaustive list of eligible vehicles or chargepoints for this grant. Applicants are welcome to source any van, HGV or coach provided it is fully battery-electric. For chargepoints, applicants must demonstrate how the power of the chargepoints will match fleet and duty cycle requirements to ensure value for money.
5. **Are battery integrated chargepoints in scope of this grant?**  
   Yes, battery integrated chargepoints are in scope for this grant, as long as they are a single integrated solution and do not require an additional third-party, and subject to applicants demonstrating need. This is also the case of battery-integrated chargepoints fitted with solar panels. These chargepoints can support sites with constrained grid connections and where obtaining sufficient grid capacity within the financial year 2025/26 might be a concern.   
     
   **Amendment made to Q10 22/08/2025:** Removal of: ~~However, separate Battery Energy Storage Systems are not in scope and cannot be claimed for with this grant funding.~~ See question 53 for further guidance.
6. **Are hybrid vehicles eligible for this grant?**Hybrid vehicles are not fully zero emission and would therefore not be considered as eligible vehicles in this scheme.
7. **Will the data shared through the application process be protected?**  
   Yes, the Department for Transport/UK Government fully abides by the UK GDPR and UK Data Protection Act. Please find the latest information on how your application data will be processed [here](https://find-government-grants.service.gov.uk/info/privacy).
8. **How much funding is available through this grant?**The Department will fund up to 75% of a project’s eligible costs. If the total cost of funded activities exceeds £1.3m, the Department will fund the maximum amount of £1m, regardless of percentage. If the total costs of funded activities is below £1.3m, the Department will fund 75% of costs.
9. **Is there support available to purchase the electric vehicles required?**  
   Yes, the Plug in Van and Truck Grant is providing funding for zero emission trucks and vans. Please find the latest information on the Plug in Van and Truck Grant [here](https://www.find-government-grants.service.gov.uk/grants/plug-in-van-and-truck-grant-1). There is currently no funding available for zero emission coaches.
10. **I have questions about the application, what should I do?**   
    Please contact the team on [ggms\_depot\_cs@cabinetoffice.gov.uk](mailto:ggms_depot_cs@cabinetoffice.gov.uk).
11. **What other grants would qualify as duplicate funding?**

Funding from the Zero Emission HGV and Infrastructure Demonstrator (ZEHID), Workplace Charging Scheme, EV Infrastructure Grant for Staff and Fleets, Local Authorities EV Infrastructure Fund, ScotZEB fund and ZEV and EVCI grant fund would be considered duplicate funding if it was used towards the same infrastructure as that funded by this scheme. As part of your application form you will be required to declare the postcodes and serial numbers of any chargepoints previously funded by those grants to confirm that you are not claiming duplicate funding through this scheme.

1. **I have previously received funding under the [ZEHID, Workplace Charging Scheme / EV Infrastructure Grant for Staff and Fleets / Local Authorities EV Infrastructure Fund / ScotZEB fund / ZEV and EVCI fund]. Can I apply for this grant scheme?**  
   Having received previous funding from other grant schemes does not make you ineligible for the Depot Charging Scheme. As part of the application process, you will be required to declare any past funding and provide the postcode and serial numbers of any previously funded chargepoints and infrastructure. Provided there is no duplication of funding, we will be able to accept your application to this scheme.

If you are awarded funding through the depot charging scheme, you will not be allowed to apply for or use any of the above grants to install infrastructure at the same site(s) for two years after completion of the funded project.

1. **I have previously received funding through the Zero Emission HGV and Infrastructure Demonstrator (ZEHID) and am part of a ZEHID consortia. Can I apply for this grant scheme?**

Having received funding through ZEHID does not automatically make you ineligible for the Depot Charging Scheme. Fleet operators can apply for funding at any site that has not received ZEHID funding.

1. **Can the charging infrastructure funded through this grant be used for vehicles such as staff cars?**The primary users of the infrastructure must be HGVs, vans and coaches. Occasional charging of staff vehicles is an acceptable secondary use. Please review the Grant Funding Agreement to ensure you will be able to provide the primary and secondary usage data of the chargepoints.
2. **Can I use this grant to pay for grid capacity and connection costs?**  
   No, these costs are not eligible for funding. Applicants are required to prove that they have sufficient electricity capacity on site, or provide a quote from their Distribution Network Operator with an electrification date within 2025/26 financial year.
3. **Some of the terms of the Grant Funding Agreement aren’t agreeable to me. Can this be amended?**

We have provided a copy of our standard grant funding agreement. This is the document that will be used as the formal mechanism for any successful bidders to receive grant funding. Applicants are required to accept the main terms of this grant funding agreement when submitting an application.

Please be aware that DfT will only consider variations when requested in advance and where the Applicant would be in breach of legal requirements or statutory regulations by complying with the clause, or series of clauses. Should this apply to your organisation, please contact the mailbox via: [ggms\_depot\_cs@cabinetoffice.gov.uk](mailto:ggms_depot_cs@cabinetoffice.gov.uk)

1. **When is the latest that I can submit an application?**  
   The grant will close either when funding has been exhausted or by 28 November 2025 (whichever is sooner). Applications are reviewed on a criteria-based approach and funding is allocated on a first come first serve basis. We would encourage prompt submission of your application to allow adequate time for project delivery.
2. **When is the latest that I can provide an invoice for payment?**All projects must be completed by 31 of March 2026, with all associated claim evidence to be submitted no later than 31 March 2026.

**Additions made 21/07/2025:**

1. **If the equipment is being financed over a period of years, does this still qualify?**This would depend on the type of financing. Please provide further details as part of the stage 2 application.
2. **Will there be an approved list of installation contractors and equipment types like other OZEV schemes?**No, we recognize that there are different approaches to site design and installation depending on sizes of fleets and their use cases. Therefore applicants should choose the contractors that work best for their needs.

Applicants will be asked to set out chargepoint manufacturers and contractors as part of the application process. We ask that applicants provide evidence of value for money as well that due diligence was conducted on contractors’ by providing relevant accreditations, for example.

1. **At the end of the property lease, will the fleet owner be the owner of the EV charging points located there, or will the landlord take ownership of the chargepoints? If so, will legal costs be covered?**To be eligible for the grant, applicants who lease their depot must have a minimum of 3 years remaining on their lease from 31 March 2026. We require landlord permission for the project, and recommend you pre-emptively discuss ownership and what will happen to the chargers if you move site.

Where a grant recipient decides to move from the funded depot, we ask to be informed of said move to discuss potential impacts on the funded activities. Please consult the Grant Funding Agreement which contains exact legal terms and details our expectations regarding operationality and maintenance.

1. **Will the Charge Points funded by the scheme be available for third party use?**Sharing infrastructure is permitted as long as it is done on a cost-recovery basis for at least three years from the point of electrification.
2. **What is fund value?**Up to £30,000,000.
3. **Does the legal ownership of the charger sit with the grant applicant or can they enter into a long term arrangement with a chargepoint operator (CPO) or managed service instead?**Legal ownership of the chargepoints is expected to sit with the applicant – i.e. fleet operator on site for at least 3 years following the 31 March 2026. Where the applicant is a lessee and has agreed a project with their landlord, we expect future ownership of the chargepoint to be agreed between parties. The grant cannot be used to procure a long-term arrangement with a CPO or managed service.
4. **Can we proceed at risk before grant approval, and can we claim on any recent infrastructure installation?**Applicants can proceed with contracting and starting a project before receiving confirmation of funding at risk noting that funding cannot be guaranteed at that stage. Previously installed infrastructure is not eligible for grant funding.
5. **Can we futureproof our infrastructure in any capacity or must the application be relevant to current needs?**We support a future proofing that is appropriate for the site and operating model. Applicants would be asked for further details as part of the second stage of the application to better understand plans with regards to fleet decarbonisation.
6. **If an applicant is part of a group of companies, will BEVs owned by the wider group count towards the applicant’s pool of owned/leased vehicles?**  
   Vehicles as part of an application should be owned or leased by the applicant. If a subsidiary company applies for funding on the basis that another part of the group has eligible vehicles, they will be considered ineligible unless they commit to ordering or leasing a BEV within the required time.
7. **Is there funding elsewhere to support the cost of grid connections or capacity upgrades?**The Government, Ofgem and NESO are taking a range of short and long-term actions to ensure electricity meets future demand, as identified in the Clean Power 2030 Action Plan.

This includes a programme of connections reform measures aimed at reducing delays, such as moving to an approach based on readiness and strategic alignment. New planning processes are also being put in place to identify future electricity generation and demand requirements for the long term (at least 2050).

Where you are currently grid constrained and cannot proceed with an upgrade within this grant’s timings, we would advise considering installing battery-integrated chargepoints which may help alleviate some of the constraints currently experienced.

1. **Will the presentation materials be available after this meeting?**A recording of the information session held on the 21st of July is available on request via the GGMS mailbox: [ggms\_depot\_cs@cabinetoffice.gov.uk](mailto:ggms_depot_cs@cabinetoffice.gov.uk)
2. **Is a retail site (i.e a store) classed as a commercial site? We house and maintain vans from these locations.**This will vary on a case-by-case basis, but if vehicles are housed and maintained from these locations, they are likely to be in scope. Further advice will be provided as part of the application.
3. **How do infrastructure installation companies get onto the frameworks for this scheme?**Infrastructure installers are not eligible for funding through this scheme. It is up to applicants to find contractors that suit their needs. While some infrastructure specialists have publicly spoken about their willingness to support applicants in this process, they are not linked with the grant.
4. **Could CPOs apply for the grant in partnership with Fleet Operators?**We would need to understand the specific circumstances as part of the application.
5. **Where there is a group of companies, can each subsidiary apply for £1m?**The £1m funding cap applies to enterprises, as defined in Sections 7 and 8 of the Subsidy Control Act 2022. Where a group of enterprises engaged in a given economic activity are under common control, they will be classed as one ‘enterprise’ for the purposes of our funding cap.

Common control or interconnectedness of enterprises applies to body corporates and subsidiaries. Therefore, if companies are part of a group with other brand names providing freight or coach services, the £1m cap will apply across all subsidiaries and brands within the group performing related activities. Applicants should keep track of the subsidy control requirements and declare any other bid that may be coming from a subsidiary or interconnected enterprise as part of the application.

Where a group of enterprises are engaged in separate and unrelated economic activities, they are not classed as one enterprise and will be subject to the funding cap separately.

1. **What is the earliest date to energise charge points ?**

Charge points can be energised from the commencement date (see Grant Funding Agreement) until 31 March 2026.

1. **Can charge points and infrastructure be installed for shared use cases and across vehicle types i.e. Vans, HGVs etc. ?**Yes, chargers can be shared across vehicle types, as long as HGVs, vans and/or coaches are the main users. Applicants intending to share chargers between vehicle types should consider chargepoint power and the size of the parking/charging bay to accommodate the largest of vehicles.
2. **Does the charging infrastructure have to be at the location where the BEV is based or can it be at a strategic location which allows charging on-route to another location to extend range?**The charging infrastructure should be installed at a depot. As fleets circulate from site to site, we are open to bids for infrastructure at depots where BEVs are not yet operational, as long as the charge point’s future usage is evidenced (e.g. through driving routes). However, public charging sites destined to provide on-route charging are not in scope.
3. **Is energy generation in scope of the funded activities?**Energy generation is not in scope of eligible expenditure. Applicants are welcome to proceed with installing energy generation infrastructure alongside charging infrastructure, but only eligible expenditure will be subject to funding.
4. **Our depot is for waste collection vehicles operated on a non-profit basis for a local authority, would this depot be covered?**Yes, waste and recycling centres are eligible under this scheme, with battery-electric waste collection vehicles falling within eligible vehicles in the heavy-duty category.
5. **What happens if the vehicle manufacturer (OEM) delays vehicle delivery? Will any exemptions be made?**All activities must be completed within 2025/26 financial year. Grant recipients should contact the GGMS, the scheme delivery partner, as soon as they are made aware of delays so we can assess impact on grant funding and delivery.
6. **Will this grant be awarded on a first come first serve basis?**Applications will be assessed on a first come first serve basis, following a criteria-based approach. If we receive a high number of applications exceeding the total amount of funding available for this grant, we will have to move to a competition-based approach. This would involve temporarily closing the application window and assessing applications via a scoring matrix. The scoring matrix and criteria would be shared with applicants for transparency and fairness.
7. **Will there be regional balance across the funding application process if the scheme is oversubscribed?**This may be one of the approaches taken should the scheme be oversubscribed. The scheme is open to fleet operators from England, Scotland, Wales and Northern Ireland.
8. **Is the funding limited to just one site or can this be used over multiple sites?**There are no limits to how many sites can be funded as long as they are eligible and meet the criteria. The only limit is the funding available as organisations are capped at a maximum of £1m. You could in theory bid for 10 charge points to be installed at 10 different sites, provided these fit within the funding limits.

**Additions made 22/08/2025:**

1. **Does a vehicle dealership meet the classification of a depot for the purpose of this funding?**We would not class stock or demonstration vehicles held by a dealership as eligible BEVs for the purposes of this scheme. A dealership application must evidence the use of charging infrastructure for fleet operations such as parts delivery. We expect dealership applications to make clear the primary use of the charging. Please make sure your bid for funding is reflective of your eligible fleet size.
2. **Can a rental or vehicle leasing company apply for funding?**Yes, a rental or leasing company that meets all other the application criteria would be eligible for funding.
3. **Does this scheme cover emergency response vehicles, e.g. are NHS Trusts eligible for this funding?**Emergency services are in scope of funding provided they meet all other application criteria. This includes all NHS trusts. Please ensure you declare any previous fleet and infrastructure funding when prompted in your application.
4. **Does this scheme extend to Central Government Departments, and Arm’s length bodies (ALBs)?**Central Government Departments, and Arm’s length bodies are in scope of funding provided they meet all other application criteria.
5. **Can a third party fleet operator apply for this funding despite no formal lease agreement in place with the site owner?**Contracted fleet operators are welcome to apply for the funding as the party who owns and operates the BEVs. You must detail in your application that you have permission from the depot owner/lessee for the installation of this infrastructure. We would expect to see written confirmation of this in your stage 2 application. Please ensure that all organisations involved have reviewed the Grant Funding Agreement in full to understand who will own the ChargePoint ownership, who will fund the remaining costs and who will liaise with DNOs etc.
6. **What support is there for depots that require Battery Energy Storage Systems (BESS)/ Solar Support in their charging infrastructure**These solutions are considered eligible for the purpose of this scheme. However, your application must outline how these installations are integrated with your proposed EV charging infrastructure. We will require applicants to demonstrate physical and operational integration of BESS/solar support with your infrastructure and provide a signed declaration of the intended primary use of the BESS / Solar support in your application.   
   Applicants who pursue this option would be required to provide additional reporting data on the infrastructure use, as per the Grant Funding Agreement.