



Notification Number: 2015/153/UK

Plug-in Car Grant (PiCG)

Date received : 31/03/2015

End of Standstill : 01/04/2015

Fiscal Measures : Yes

Message

Message 001

Communication from the Commission - TRIS/(2015) 00893

Directive 98/34/EC

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pietiekums - Pranešimas - Bejelentés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo - Ilmoitus - Anmälan - Нотификация : 2015/0153/UK - Notificare.

No abre el plazo - Nezahtuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμμία έναρξη προθεσμίας - Does not open the delays - N'ouvre pas de délais - Non fa decorrere la mora - Neietekmē atlikšanu - Atidėjimai nepradedami - Nem nyitja meg a késések - Ma' jiftaħ il-perijodi ta' dawmien - Geen termijnbegin - Nie otwiera opóźnień - Nao inicia o prazo - Neotvorí oneskorenia - Ne uvaja zamud - Määräaika ei ala tästä - Inleder ingen frist - Не се предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 201500893.EN)

1. Structured Information Line

MSG 001 IND 2015 0153 UK EN 31-03-2015 UK NOTIF

2. Member State

UK

3. Department Responsible

Department for Business, Innovation and Skills
Innovation & Enterprise Group
1 Victoria Street, London, SW1H 0ET.

Email: 9834@bis.gsi.gov.uk.

3. Originating Department

Department for Transport
Office for Low Emission Vehicles (OLEV)
Great Minster House, 76 Marsham Street, London, SW1P, 4DR.



Email: olev.enquiries@olev.gsi.gov.uk.

4. Notification Number

2015/0153/UK - T40T

5. Title

Plug-in Car Grant (PiCG)

6. Products Concerned

The grant scheme will provide funding to support the uptake of ultra-low emission cars in the UK.

7. Notification Under Another Act

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8. Main Content

The Plug-in Car Grant (PiCG) scheme will provide a minimum of £200 million in grant funding over five years (April 2015 to March 2020).

In addition, £30m will be made available to Local Authorities to enable them to provide top up funding to any purpose-built taxi which has been approved for the PiCG scheme and met additional requirements relating to disabled access and type approval.

The scheme is non-discriminatory with regard to the origin of the product concerned. In particular, it avoids favouring only the sale of vehicles of domestic manufacturers. Moreover, the schemes do not include characteristics which could discriminate against similar cars coming from other Member States. The scheme also does not discriminate against the different technologies that can be used in ULEVs. The scheme will be annually reviewed.

PARAMETERS

Eligibility Criteria:

There will be three categories for qualifying cars, differentiating between ULEVs on the basis of their CO₂ emissions and their zero emission range, whilst retaining a technology neutral approach:

Category 1: CO₂ emissions of less than 50g/km and a zero emission range of at least 70 miles

Category 2: CO₂ emissions of less than 50g/km and a zero emission range between 10 and 69 miles

Category 3: CO₂ emissions of 50-75g/km and a zero emission range of at least 20 miles

In addition, qualifying vehicles must have comparable levels of safety, performance and warranty to M1 class vehicles as defined under Regulation (EC) No 46/2007. Full criteria for eligibility is included in the Basic Text attached to this document 'Eligibility Criteria for Plug-In Car Grant'

For taxis to qualify for additional top up funding under the ULEV Taxi Scheme, having met the standard PiCG scheme requirements, they must also satisfy two further criteria relating to type approval as a taxi and accessibility. These are also explained in the Basic Text attached.

9. Brief Statement of Grounds

The Plug-in Car Grant scheme is designed to promote uptake of ultra low emission cars in the UK and to create



a path to a sustainable mass market for ULEVs. Expansion of the ULEV market is a key area for the UK to meet its green house gas (GHG) aspirations as set out in the UK document '2050 Pathways' and the European Document 'EU Transport GHG Routes to 2050'.

This measure is a de facto technical specification linked to fiscal or financial measures affecting the consumption of products or services by encouraging compliance with those specifications, requirements or rules (as defined in Article 1(9) of Directive 98/34/EC) and therefore no standstill period is required.

10. Reference Documents - Basic Texts

References of the Basic Texts: Annex A: Eligibility Criteria for Plug-in Car Grant

11. Invocation of the Emergency Procedure

No

12. Grounds for the Emergency

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13. Confidentiality

No

14. Fiscal measures

Yes

15. Impact assessment

No

16. TBT and SPS aspects

TBT aspect

No - The draft is not a technical regulation nor a conformity assessment

SPS aspect

No - The draft is not a sanitary or phytosanitary measure

European Commission

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