

Are all electric and hybrid models covered?

The vast majority of models on the market are covered, as with the [plug-in grant scheme](#). It is for cars with less than 50g/km CO₂ emissions that can travel at least 16km (10 miles) with zero CO₂ emissions. At this level the vehicles are mostly full electric, plug-in hybrids and newer standard hybrids. Note that this can also cover taxis, mopeds and motorcycles within the same emissions bracket. For vans, the limit is less than 75g/km CO₂ that can travel at least 10 miles with zero emissions. This again aligns with the plug-in grant scheme but as this sector is newer it covers all electric and most hybrids on the market.

How much will each business get?

This will depend on a number of factors (nature of business, annual mileage, emissions savings versus current fleet) but eligible businesses can typically expect to receive anything from £5K to £10K towards total costs. One important thing to note is that our ERDF funding can only be matched against private sector spend; if the vehicle is to be rented or leased then this will affect the amount that we can approve.

Can used vehicles also get funding?

If they fit the above criteria then yes. Note that some older hybrid models will not qualify (such as the original Toyota Prius at 92g/km CO₂) and that many of them will no longer be covered by warranty. Each case is taken on its own merit but we have already approved a used BMW i3 for a Kent architect to use as a pool car instead of their diesel alternative.

What's the catch?

There isn't one. If you're an SME in the SELEP region and not already in receipt of €200,000 of State Aid then let's talk. We're well aware that there are a number of barriers to taking the plunge in a business investment so we're on hand to help see where this could fit into other plans for your company. We have had to add a ceiling of £50K vehicle value as we can't legitimately cover prestige/performance models. However, if a specialist commercial vehicle needs adaptation (such as with lifting equipment or racking) taking it over this limit then we can be flexible.

Can I also get the Plug-In Car grant?

Yes, most certainly. We have deliberately aligned the two offerings so as to give the greatest incentive for firms to make the move as and when they can. The [Plug In Car Grant](#) is available at point of sale and arranged by the dealership/manufacturer, whilst LoCASE



funding will be retrospectively reimbursed into the SME's account once evidence of the invoice being paid is received.

Can you also help with charging points?

Though there is a [scheme](#) to help with infrastructure to power these vehicles, it may be that extra assistance is needed (such as to link to a solar array for example) so we can look to include these in project costs if applicable.

Where can I find out more information?

The best 'one stop shop' resource is the [Go Ultra Low website](#). This provides all the information you need including the facts and answers you're looking for to make an informed decision. This is a joint Government and car industry site, supported by Audi, BMW, Hyundai, Kia, Nissan, Renault, Toyota, Volkswagen, the Society of Motor Manufacturers & Traders (SMMT), and the Government's Office for Low Emission Vehicles. To find out more about LoCASE and how else we're helping firms in your neighbourhood, take a look at our [website](#)

Why are we helping?

Grant funding from LoCASE will enable our businesses to improve their resource efficiency and improve (chiefly local) air quality at the same time. This not only fits in with a raft of local and national strategies but also completes our suite of offerings for SMEs seeking to reduce their environmental impacts. We're also looking to assist in the development and adoption of low-carbon technologies. As such, there is a burden of responsibility to fit in where we can to support the supply side (which we can already do and have done through assistance of firms working in EV charging infrastructure, repair and servicing, developing range software and so on) but also the feasibility of supporting demand. If we can do our bit to help firms realise the opportunities available to them, not just from transport but all aspects of their operations then we should do so!

