

# Tees Valley Hydrogen Transport Hub Briefing Event

Simon Buckley  
Zero Emission Mobility Lead  
Innovate UK KTN  
7th<sup>th</sup> October 2022



HM Government



Innovate UK  
KTN

# Welcome and Housekeeping

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- All participants will be muted throughout the webinar presentations
- Please use the chat box for networking and the Q and A box for questions
- For any technical issues, please contact Olivia Brown
- You can access a transcript by clicking on the “live transcript button
- The webinar will be recorded, and you will be sent the link, along with a GDPR compliant version of the chat, shortly after the webinar



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# Agenda

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| Time  | Title / Organisation               | Speaker  |
|-------|------------------------------------|--|
| 10:00 | Welcome and Introduction           | Simon Buckley, Zero Emission Mobility Lead, Innovate UK KTN                                  |
| 10:05 | DfT Update                         | Dr Michael Whiteley, Head of Hydrogen, DfT   |
| 10:15 | Regional Context                   | Chris Beck , Group Director of Business and Skills, TVCA                                     |
| 10:25 | Competition Scope                  | Steffan Eldred, Innovation Lead, Hydrogen Transport, Innovate UK                             |
| 10:50 | Q and A                            | All  |
| 11:05 | Comfort Break                      | All  |
| 11:15 | Application Process                | Dawn Manser, Portfolio Manager, Innovate UK  |
| 11:40 | Q and A                            | All  |
| 11:55 | Cleveland Police                   | Claire Wrightson, Head of Procurement and Fleet, Cleveland Police                            |
| 12:05 | Redcar & Cleveland Borough Council | Caroline Hearne, Climate Change & Sustainability Officer, Redcar & Cleveland Borough Council |
| 12:15 | Q and A                            | All  |
| 12:30 | Close                              | Simon Buckley, Zero Emission Mobility Lead, Innovate UK KTN                                  |



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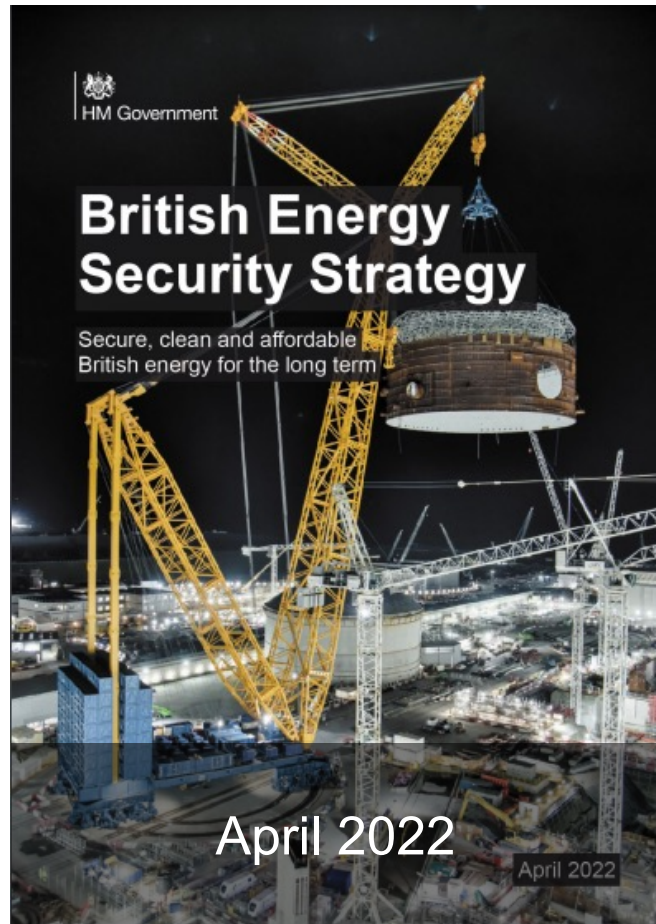
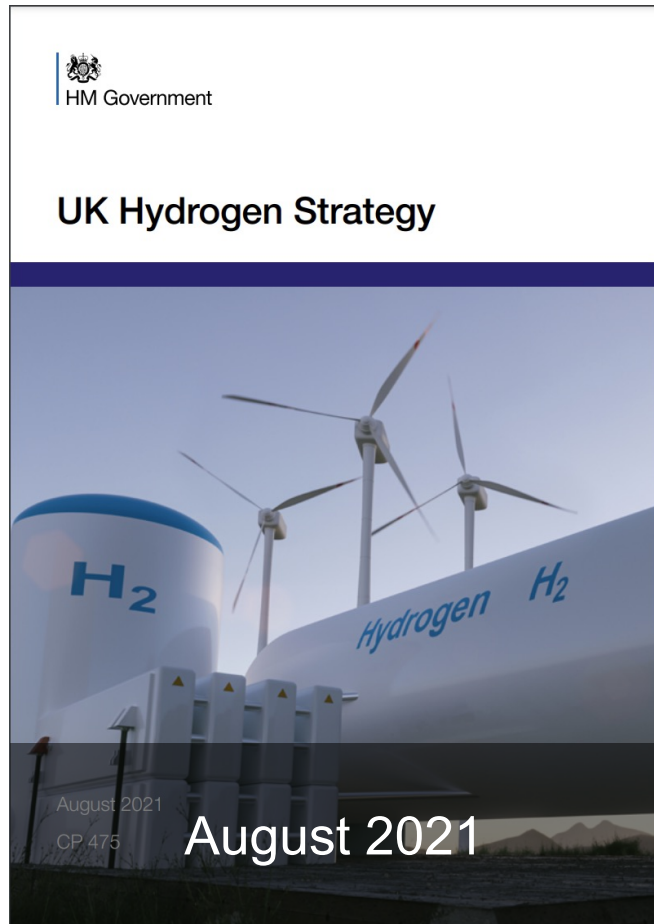
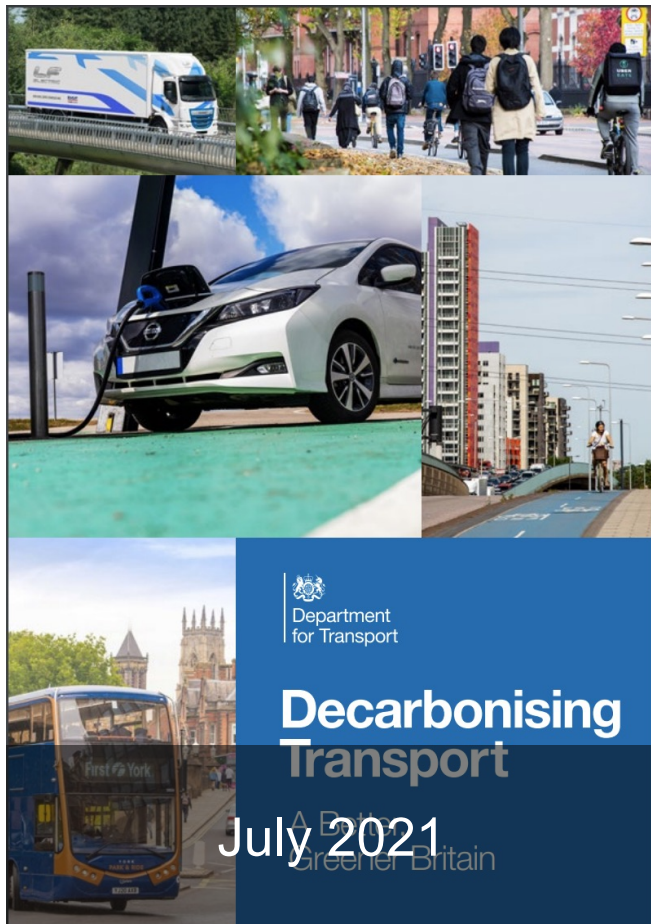
# Tees Valley Hydrogen Transport Hub

## Phase 2 Briefing Event

Mike Whiteley, Head of Hydrogen at DfT

07/10/2022





# Transport Decarbonisation Plan, Hydrogen Strategy & Energy Security Strategy

# Vision for the Hydrogen Transport Hub

## What we aim to achieve

- Seed activity which will catalyse a critical mass of co-located supply (infrastructure) and demand (vehicles) to demonstrate commercial viability of hydrogen transport options.
- Explore where hydrogen works well in decarbonising transport, informing future government policy and investment decisions.
- Grow UK skills and expertise, positioning the Tees Valley at the forefront of the global hydrogen sector.
- Use lessons from the Hub to help other areas develop and realise their hydrogen ambition.



£20m funding for the phase two of the **Tees Valley Hydrogen Transport Hub**  
+ £300k to support relevant skills in the region  
+ £3m last financial year to kick start hydrogen transport activity in the region

# How else is DfT supporting hydrogen across transport



**UK Shipping Office for Reducing Emissions (UK-SHORE):** £206m until March 2025 to support a range of zero emission technologies. Includes the multi-year Clean Maritime Demonstration Competitions, supporting the design and development of clean maritime solutions, for which hydrogen is in scope.



**Zero Emission Buses:** £205m to be allocated to a mixture of hydrogen and battery electric buses over this spending review period. £30m was allocated to the West Midlands Combined Authority in March 2022 to deploy 124 hydrogen fuel cell buses and accompanying refuelling infrastructure.



**Zero Emission Road Freight Demonstrator (ZERFD) programme:** £200m this spending review period to roll out vehicles and infrastructure for zero emission HGV technologies in the weight categories between 40 – 44t (battery electric and hydrogen fuel cell competition currently live). This follows £20m last year to support feasibility studies.



The **Jet Zero Strategy** was published in July 2022 setting an approach to achieve net zero UK aviation by 2050 including considering the role of hydrogen. The **Aerospace Technology Institute Programme**, £685m over three years, plus the £165m **Advanced Fuels Fund** may support hydrogen alongside other technologies and fuels.



**Hydrogen for Transport Programme:** £23m between 2017 and 2022, to deliver passenger cars and infrastructure across the UK, plus £2m for the **FCEV Fleet Support Scheme** until 2021, to introduce fleets to hydrogen technology.

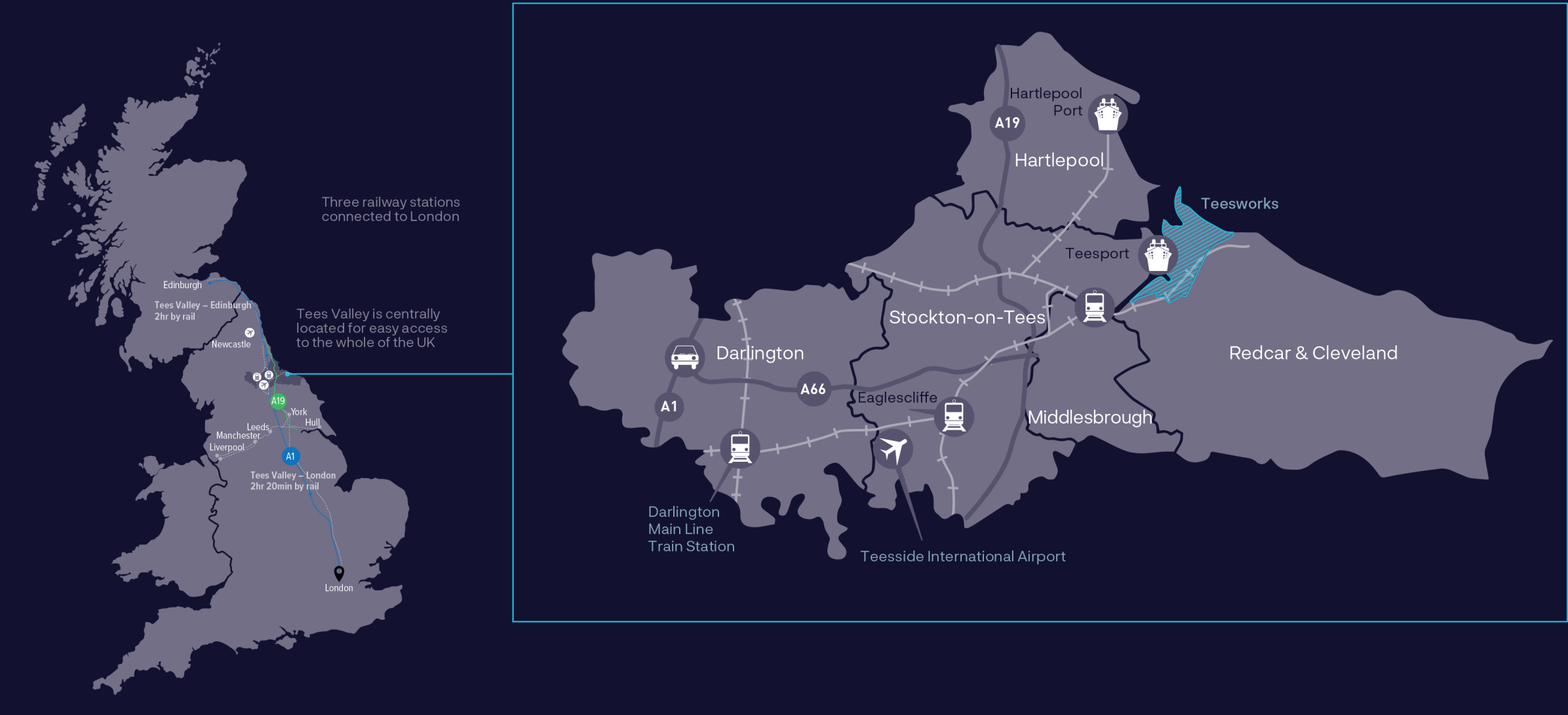


**Renewable Transport Fuel Obligation (RTFO):** renewable hydrogen supplied for transport is eligible for support worth over £7 per kilogram under the RTFO.

# TEES VALLEY COMBINED AUTHORITY

Chris Beck | Group Director of Clean Growth and Innovation

# LOCATION



# TEES VALLEY – THE PLACE



Population of 700,000 with 2.5 million people located within an hour's drive



The area is served by three airports, Teesside International, Newcastle and Manchester



The East Coast Main Line at Darlington enables a 2hr 20min journey to central London



Home to the deepest port on the east coast of England



Home to the Government's new Northern Economic Campus



£588.2m 10 year Investment Plan agreed

£74.6m on airport development programme



Situated within 1hr of six key universities including; Teesside, Durham, Newcastle and Leeds

Devolved skills budget focused on business needs



70% of regional businesses are internationally owned



Fast-growing economy worth £13.1bn

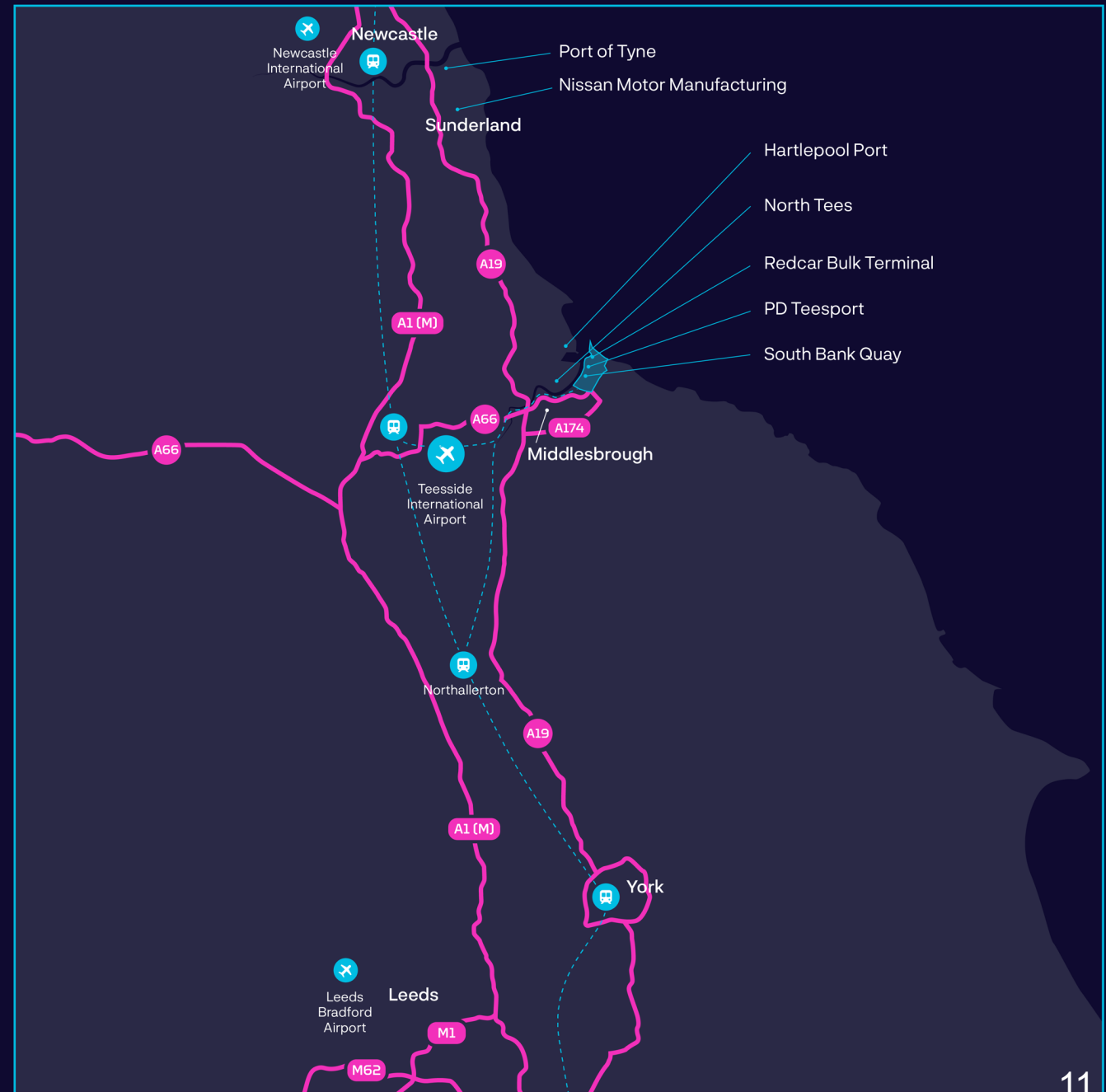


One of only ten Metro Mayors in the UK – devolution powers as London, Manchester and Liverpool



# INFRASTRUCTURE

- Three dual carriageways unencumbered by weight and height
- Existing passenger links to East Coast Main Line
- Road freight capacity in place and operational from Teesworks



# ROUTE TO CLUSTER NET ZERO



## HYDROGEN



H2Teesside,  
Hygreen



H2NorthEast

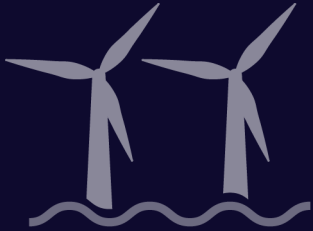


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Transport Hub

PROTIUM

Green Energy



## RENEWABLE POWER SECTOR



Net Zero  
Teesside



WHITETAIL  
CLEAN ENERGY

EFW PROJECTS



sembcorp



MGT  
Teesside

OFFSHORE  
WIND



## CARBON CAPTURE, USAGE & STORAGE



Net Zero  
Teesside



# CHEMICAL CLUSTER





# TEESSIDE FREEPORT

- The UK's biggest and first operational Freeport
- 600 hectares of land



Employer NI contributions rate relief



Business rates relief



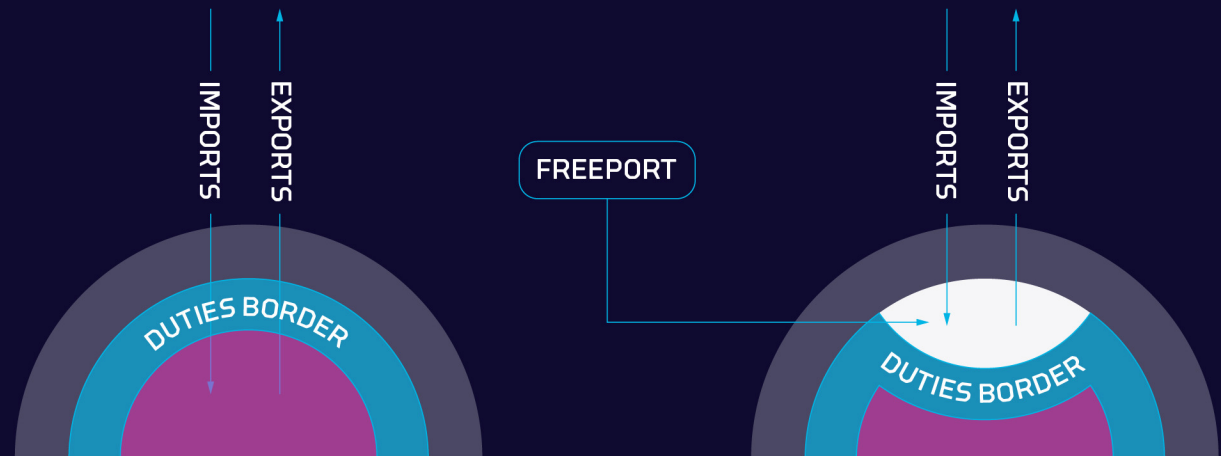
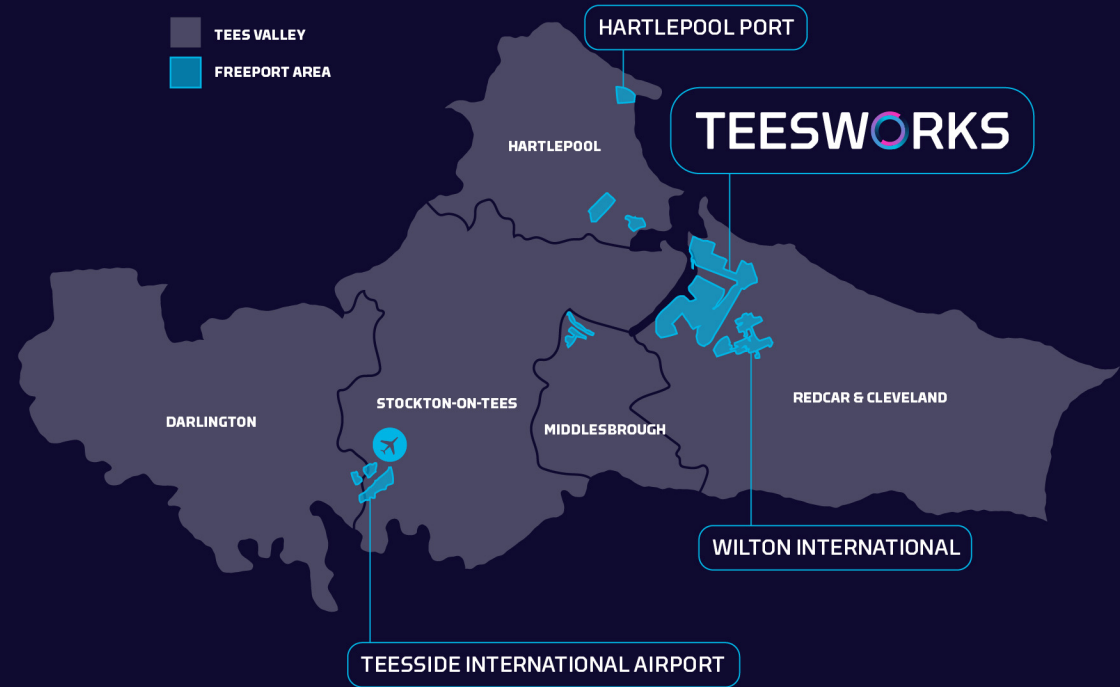
Enhanced capital allowances



Stamp duty land tax exemption



Enhanced structures and buildings allowance



# HYDROGEN



Region has existing hydrogen storage caverns



Currently produce more than 50% of the UK's hydrogen



Hydrogen pipework connecting major cluster sites



Tees Valley announced as the DfT Hydrogen Transport Test Hub



Significant hydrogen production planned on and around Teesworks

## PROJECTS

Blue hydrogen

- Kellas (1GW plant)
- bp (1GW plant)

Green hydrogen – linked to renewable energy production

- Protium (up to 60MW)
- EDF (hydrogen connected to near shore wind)
- bp (500MW)

# HYDROGEN FOR THE HOME

- Northern Gas Networks proposal for up to 2,000 homes and businesses in Redcar to be heated with hydrogen gas from 2025
- Plans for residents and businesses to be powered by locally produced hydrogen
- Teesside targeted as hub for green hydrogen production by 2025





# BIO ECONOMY – FROM MEAT FREE TO VACCINES

## Manufacturing Cluster

- FujiFilm Diosynth
- Quorn
- KD Pharma
- Ensus
- Absolute Antibody
- Cambridge Research biochemicals

## Research

- Teesside uni Horizon Centre
- CPI - Biologics Centre
- CPI - Novel Food Centre



# DIVERSIFICATION

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## Treasury North

- Northern campus for Governmental departments – relocation of civil servants from London as well as creation of jobs directly and indirectly.
- Over 1,200 jobs created as a result





# Quality of Life

The people living in the Tees Valley are some of the happiest in the country. With low commute times people spend less time travelling to work and more time to enjoy all the benefits the coast and countryside has to offer.

Cost of living is also low in comparison to other large cities, which means that quality of life is much higher, leading to a happier and healthier workforce.



## Life Satisfaction:

Tees Valley and surrounding area: **7.52**  
England average: **7.38**



## Cost of living

(house price to earnings ratio)  
Tees Valley: **4.98**  
England average: **7.84**



## Happiness:

Tees Valley and surrounding area: **7.64**  
England average: **7.31**



Thank you



# Introduction to Innovate UK and UKRI



Innovate  
UK



# UK Research and Innovation

We work with the government to invest over £7 billion a year in research and innovation by partnering with academia and industry to make the impossible, possible. Through the UK's nine leading academic and industrial funding councils, we create **knowledge with impact.**



**UK Research  
and Innovation**



# Innovate UK

- We are the UK's innovation agency
- We support business-led innovation in all sectors, technologies and UK regions
- A key delivery body of the Government's Innovation Strategy

## Our Mission

To help UK businesses grow through the development and commercialisation of new products, processes, and services, supported by an outstanding innovation ecosystem that is agile, inclusive, and easy to navigate.





# UK ranks 4th in Global Innovation Index

- Innovation accounts for up to 50% of labour productivity growth
- Firms that persistently invest in R&D have higher productivity
- Innovating companies are more likely to export and generate growth







# Tees Valley Hydrogen Transport Hub

## Phase 2 briefing - Scope

# Inspire, Involve and Invest

## ■ Inspire:

- impress on the opportunity available through the HTH programme
- for DfT/IUK to convey what hydrogen in transport might look like in the future and how the hub is facilitating the journey
- be inclusive in the hub's design and implementation, working with and listening to industry to achieve this - shape the HTH at a critical point

## ■ Involve:

- offer a sounding board for where the challenges and opportunities with hydrogen in transport are
- to receive expert feedback from the supply chain in terms of where the hub can add value to industry and government aspirations around net zero.

## ■ Invest:

- inform, guide and reinforce the programme's interventions in light of the outcomes sought
- understand how the hub can create a value proposition by designing and implementing the right interventions

# Hydrogen Transport Hub - Phase 1 Recap

# Phase 1 HTH Programme recap

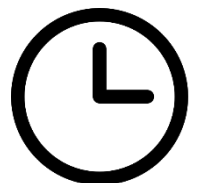
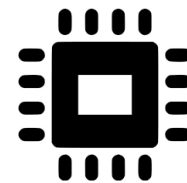
An opportunity to stimulate Green Hydrogen demand in the transport sector

Overarching Programme  
aims remain constant

**2021 – 2022 with projects ending March 2022 with 6 month extended demos**

## The main aims:

- Demonstrate the use of green hydrogen in transport to test business models and user operating needs in order to inform future large-scale hydrogen-based operational trials
- To increase the demand for green hydrogen transport and support laying the long-term groundwork for the hub
- To test the business models and user operating needs to inform future large-scale demonstrations or commercially sustainable operations.
- Support cross business collaboration in the energy and transport sectors





# Phase 1 HTH Programme recap

An opportunity to stimulate Hydrogen demand in the transport sector

| Project               | Lead      | Vehicles # | Vehicle type                              |
|-----------------------|-----------|------------|---|
| HYRBUS                | Ricardo   | 1          | Bus (Retrofit)                            |
| ZEHyDA                | Ulemco    | 1          | MAT                                       |
| H2 MCV Demo           | HVS       | 1          | 5 tonne truck                             |
| TV Hydrogen Ecosystem | Toyota    | 13         | Bus DD, Bus SD<br>Toyota Mirai , Forklift |
| The road to H2        | Element E | 1          | 19 tonne truck                            |
| Fleet H2 Trials       | Ballard   | 5          | Renault Kangoos                           |
| Marine H2 Demo        | DuoDrive  | 1          | Lochin 33                                 |

## Phase 1

£3.5 /  
£2.5m/Mar  
2022



Phase 1  
lessons Learnt

Refueller  
Approach

Supply Chain  
Constraints

Operator  
Engagement

## Phase 2

- Realistic multiplier for demand
  - vehicles
  - h2 demand
- Increase technical data capture
- Intervention Impact & Evaluation
- Ensure H2 availability
- Skill set & training

# Hydrogen Transport Hub – Phase 2

# Scope – Introduction

- The Department for Transport will work with Innovate UK, part of UK Research and Innovation, to invest up to £20 million for innovative projects.
- The aim of this competition is to work towards a long-term sustainable demand for hydrogen from transport and to de-risk hydrogen's adoption for transport owners and operators.
- This investment will support demonstrations of infrastructure and hydrogen powered vehicles across transport modes in real world operational settings across the Tees Valley.



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# Scope – Tees Valley alignment

- Projects must be aligned to wider Tees Valley strategic priorities and integrate with other hydrogen activity in the region where feasible
- Commit to provide results and learnings from your project to reinforce the Hydrogen Transport Hub's commitment to encouraging hydrogen adoption in the UK
- Agree to support the Hydrogen Transport Hub's training and skills development remit where agreeable
- Integrate with the Tees Valley hydrogen cohort and network to be facilitated by the Hub
- We encourage projects to demonstrate links to other initiatives, such as the OFGEM Strategic Innovation Fund, Clean Maritime Demonstration Competition, Zero Emission Road Freight Demonstration, Aerospace Technology Institute and the Net Zero Hydrogen Fund.

# Scope – Demonstration

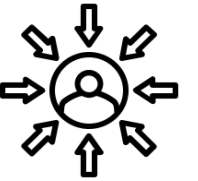
*Projects in this competition must:*

- Demonstrate hydrogen transport solutions by 31 March 2025 for a minimum of 6 months with the expectation of continuing operations commercially after this period – ***looking for scale***
- Operate the demonstration in an open public setting or controlled environments, such as warehouses and distribution centres
- Track vehicle performance against stated metrics to understand benefits or challenges for the benefit of other regions and industry – ***projects which can address hard to decarbonise areas***
- Report on the benefits for passengers, customers and residents in the Tees Valley
- Develop plans and create conditions for long-term activities to create a demand for hydrogen in the Tees Valley from 2025
- Include operator training and vehicle familiarisation to aid usability

***In addition for Strand 1 - construct one or more fixed hydrogen refuelling stations in the Tees Valley area***

# Scope – Costs and timings

- Total project costs must be between:
  - strand 1: £500k and £8 million
  - strand 2: £500k and £3.5 million
- Projects must:
  - start by 1<sup>st</sup> June 2023
  - end by 31 March 2025
  - include vehicle demonstration of at least 6 months
  - carry out its project work in the UK and intend to exploit its results from or in the UK
  - be led by a UK registered business and collaborate with others
  - N.B. research organisations undertaking non-economic activity can only share up to 30% of the total eligible project costs.



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# Scope - Strand 1 and 2

## ■ *Strand 1*

- Must include construction of one or more fixed, and publicly accessible, hydrogen refuelling stations in the Tees Valley area and can include associated capital costs
- Refuelling station must be green hydrogen or meet the UK low carbon hydrogen. No Grey
- Demonstrate hydrogen transport solutions for a minimum of 6 months, with the expectation of continuing operations commercially after this period.

## ■ *Strand 2*

- Demonstrate an on vehicle hydrogen transport solutions for a minimum of 6 months, with the expectation of continuing operations commercially after this period.

# Scope – Vehicle type

**You can use any number of vehicles in your project including but not limited to:**

- freight vehicles between 3.5 and 39 tonnes,
- light commercial vehicles under 3.5 tonnes
- mobile construction plant
- maritime or inland waterway vessels
- trains
- buses
- forklift trucks
- aircraft
- airside vehicles

***Contact us prior to closing date if unsure whether in scope***

*Any form of hydrogen propulsion is in scope however, hydrogen combustion technologies must be advanced in pursuit of zero emissions and restricted to use on certain applications such as non-road applications.*



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# Scope – Refuelling

- **Strand 1** - You can incorporate temporary hydrogen refuelling solutions into your project whilst the required fixed refuelling stations are brought online. Temporary solutions must be sited in the Tees Valley and meet volume, quality, and pressure requirements of the vehicles they intend to refuel.
- **Strand 1 & 2** - Temporary stations must use either 'green' hydrogen or hydrogen that meets the UK's low carbon hydrogen standard.
- **Strand 1 & 2** - Your project must put in place an aggressive roadmap to move towards solely green hydrogen by March 2025. The use of grey hydrogen is not permissible.

# Scope – Refuelling cont.

## *Your project must:*

- undertake site selection and all preliminary design and planning and permission requirements
- meet all required safety and regulatory requirements, including current and emerging international standards
- address operator and user needs with respect to refuelling efficiency and ease of use
- where possible, ensure refuelling capacity funded through the programme is accessible to other operators outside the consortia by appointment or separate agreement
- ensure dispensing of hydrogen that meets the UK's low carbon hydrogen standard, such as that produced using renewable electricity
- ensure infrastructure is located in an accessible and strategically viable location or locations
- utilise a proportion of state of the art infrastructure, capable of refuelling multiple vehicles rapidly and back-to-back

# Scope – Specific Themes

*Your project can focus on one or more of the following demonstrations:*

- hydrogen fuel-cell transport of any size or designation
- hydrogen combustion transport – please refer to the 'Projects we will not fund' section
- road, maritime, rail, aviation transport
- non-road mobile machinery, such as forklift trucks and construction machinery
- agricultural and forestry tractors
- emergency and rapid response vehicles
- special purpose vehicles

Projects can include demonstrations of single mode operations using one vehicle type, multi-mode operations and end-to-end operations where a mix of vehicle types are used to undertake a defined journey or operation.

# Scope – Hydrogen combustion

*We are not funding projects that are Hydrogen combustion, where the transport application falls into the one or more of the following classifications:*

- light commercial vehicles under 7.5t, category N, O 1 to 3
- buses of any weight or size classification, category M2 and M3
- motor caravan, campervan, motorhome
- lorries (trucks), 2 axels or more with a maximum gross weight (tonnes) of 7.5 or above
- special purpose vehicle including emergency response vehicles

*This represents the Zero Emission preference – however, if you have an advanced, near zero emission ICE technology then this is an opportunity to demonstrate it in a non-road application.*

# Scope – Exclusions

*We are not looking to fund projects that are:*

- exclusively outside of the Tees Valley
- dual fuel vehicles which are not wholly zero emission, for example rely partly on fossil fuel
- heavy goods vehicles (HGVs) of 40 tonne or above
- Sustainable Aviation Fuel (SAF) projects.
- dedicated technology development projects which do not have the required demonstration
- not intended to lead to commercial activity after the project end date
- infrastructure projects related to hydrogen generation
- desk based studies into a future demonstration outside of the demonstration period
- dependent on export performance
- dependent on domestic inputs usage

# Hydrogen Transport Hub Ph2 Summary

- Green hydrogen (or hydrogen meeting the UK's low carbon hydrogen standard) to create a long-term sustainable demand for hydrogen from transport and to de-risk hydrogen's adoption for transport owners and operators.
- Support for demonstrations of infrastructure and hydrogen powered vehicles across transport modes in real world operational settings across the Tees Valley.
- Maximum project window 22 months with a minimum demonstration period of 3 months.
- Total project costs between:
  - *Strand 1: £500k and £8 million*
  - *Strand 2: £500k and £3.5 million*
- Timings:
  - *Open 6th October / Close 30th November*
  - *Applicants notified 10th February 2023*
  - *Projects start by 1st June 2023 / Projects end by 31 March 2025*



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# Transport Decarbonisation

## Other Funding Opportunities

October 2022



# Zero Emission Road Freight

Partnership with the Department for Transport, focused on decarbonizing Heavy Goods Vehicles

Headlined by the £140 million zero emission road freight demonstration competition **[closes for applications on 12/10/2022]**:

- 5 year commercial demonstration of 100s of battery electric and hydrogen fuel cell HGVs
- Focussed on the largest heavy goods vehicles, multiple duty cycles and operators
- State of the art infrastructure and vehicles
- Data collection to underpin future HGV policy

## **Additional interventions planned for Autumn 2022:**

- Innovation in batteries for road freight applications
- Innovation in truck charging and hydrogen refueling infrastructure
- Supporting uptake of battery and hydrogen trucks with public sector deployments (SBRI)





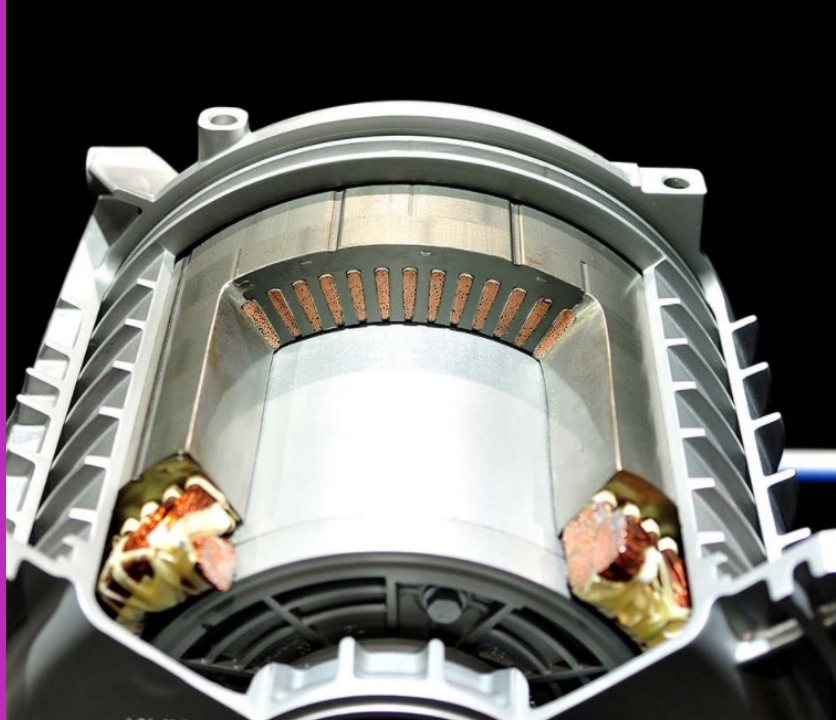
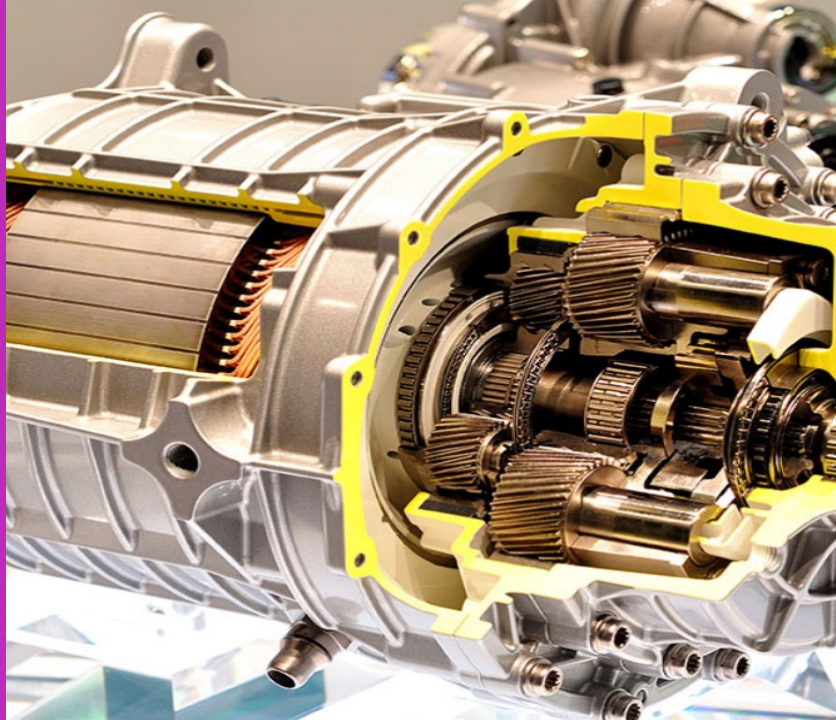


# Clean Maritime Demonstration Competition – Round 3

- Open 29th September 2022 – closes 9 November 2022
- Briefing event 30th September - <https://ktn-uk.org/events/cmdc-industry-engagement-event/>
- £60m funding available
- Support the development, testing and deployment of novel clean maritime technologies focused on on-vessel technologies or shoreside or offshore infrastructure
- Up to 24months duration
- Project size £1m - £10m (two strands)
- Scope available from <https://apply-for-innovation-funding.service.gov.uk/competition/search>

Contact KTN Maritime Lead, Matthew Moss:  
[matthew.moss@ktn-uk.org](mailto:matthew.moss@ktn-uk.org)

Contact Innovate UK – James Lovett, Innovation Lead, future maritime technologies [James.Lovett@iuk.ukri.org](mailto:James.Lovett@iuk.ukri.org)



# Net Zero Mobility: Collaborative R&D

Focus on low to mid TRL innovative propulsion technologies that will underpin the future of net zero mobility.

Up to £10m is available in support of highly innovative R&D projects.

Business-led and collaborative  
18 months in duration  
£250k – £1.5m total project costs  
Multi-modal

Example Themes:

- PEMD
- Fuel cells
- Energy management
- System integration

Briefing event 20th October 2022 - <https://ktn-uk.org/events/net-zero-mobility-programme/>

Further information please contact:  
[David.Tricker@iuk.ukri.org](mailto:David.Tricker@iuk.ukri.org); [Joe.Lyford@iuk.ukri.org](mailto:Joe.Lyford@iuk.ukri.org)





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# Thank you



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# Eligibility criteria



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# Previously submitted applications

This competition **does** allow you to submit a previously submitted application.

| Previously submitted application   | Not a Previously submitted application  |
|--|---|
| A previously submitted application is an application Innovate UK judges as <u>not</u> materially different from one you have submitted before (but it can be updated based on the assessors' feedback) | <p>A brand-new application, project or idea that you have not previously submitted into an Innovate UK competition</p> <p>OR</p> <p>A previously submitted or ineligible application which:</p> <ul style="list-style-type: none"><li>✓ has been updated based on assessor feedback</li><li>✓ <u>and</u> is materially different from the application submitted before</li><li>✓ <u>and</u> fits with the scope of this competition</li></ul> |



# Eligibility criteria

|                     |  |                                   |
|---------------------|--|-----------------------------------|
| Project eligibility | <ul style="list-style-type: none"><li>• lead must be a UK registered business</li><li>• must be collaborative</li><li>• must carry out your project in the UK</li><li>• exploit the results from or in the UK</li><li>• Include an on vehicle demonstration of at least 6 months</li></ul> |                                   |
| Dates               | Start by 1 June 2023 and end by 31 March 2025  |                                   |
| Total project costs | Strand 1<br>Between £500k to £3.5m   | Strand 2<br>Between £500k and £8m |
| Project length      | Up to 22 months  |                                   |

# Types of organisations we fund

- Business – Small or Micro, Medium or Large registered in the UK
- Research Organisation (RO):
  - Universities (HEIs)
  - Not for profit distributing Research & Technology Organisation (RTO) including Catapults
  - Public Sector Research Establishments (PSRE)
  - Research Council Institutes (RCI)
- Public sector organisations and charities doing research activity

If you are 100% owned by a large parent company as a small subsidiary this means you are classed as a large company and will only be entitled to the relevant grant. For more information on company sizes, please refer to the [company accounts guidance](#).

# Compliance with the UK Subsidy Control Regime

On 1 January 2021, the UK left the EU and is no longer subject to EU laws on State aid. We draw your attention to the guidance issued by BEIS: [Complying with the UK's international obligations on subsidy control: guidance for public authorities](#). Please be aware this is a living document and may be updated by BEIS as time progresses.

The set rules (typically GBER) which we previously relied on for the limits of what we could award, have now been replaced by internal decisions based on the new BEIS Subsidy Control Regime, and on policy, which will in turn set out bespoke eligibility requirements for each funding opportunity.

Innovate UK is offering funding for this competition in line with the UK's obligations and commitments to Subsidy Control. To ensure that Innovate UK remains compliant with the UK's international Subsidy Control duties in respect of:

- the EU-UK Trade and Cooperation Agreement;
- Article 10 of the Northern Ireland Protocol (successful applicants which are affected by the Northern Ireland Protocol will be funded in line with EU State aid regulations)
- Article 138 of the Withdrawal Agreement (some Union law applicable after 31 December 2020 in relation to the UK's participation in Union programmes and activities)
- the Subsidies and Countervailing measures within the WTO (ASCM)
- any other Free Trade Agreements active at the time of award

All awards will be conditional on compliance at all times with the UK's International obligations on Subsidy Control - this will be reflected in the terms and conditions of any award.

# Due diligence for UK Subsidy Control Regime

Under the Subsidy Control Regime, we will carry out financial health checks and ongoing concern assurances on your organisation.

## Certify you are eligible

When submitting an application, you must certify that you are eligible for funding. If you are unsure, please take independent legal advice before applying. Should you be successful, we will complete these financial checks and assurances before confirming the grant offer.

- For more information on company sizes, please refer to the [Company accounts guidance](#).
- Further information is available on our website in the general guidance.

# Eligibility Criteria - EU State Aid Regulations – Northern Ireland Protocol

If you are an applicant who is conducting activities that will affect trade of goods and/or electricity between Northern Ireland and the EU as envisaged by [Article 10 of the Northern Ireland protocol](#), then you must apply under European Commission State aid rules.

## Undertaking in Difficulty

For applicants subject to the European Commission State aid rules, you will be required to prove that they were not an “Undertaking in Difficulty” (UiD). We will ask for evidence of this.

This test applies to:

- companies that are more than 3 years old
- companies where more than half of its subscribed share capital has disappeared as a result of accumulated losses.
- your parent or holding company

## Certify you are eligible

When submitting an application, you must certify that you are eligible for State aid. If you are unsure, please take legal advice before applying. Should you be successful, we will apply this test as part of our viability checks before confirming the grant offer.

Further information is available on our website in the [general guidance under state aid](#).

If you are applying for an award funded under State aid Regulations, the definitions for company size are set out in the [European Commission Recommendation](#) of 6 May 2003.



# Eligibility Criteria: Funding Opportunities

Funding for R&D projects split in to 2 categories; **industrial research and experimental development.**

**For industrial research projects, you could get funding for your eligible project costs of:**

- up to 70% if you are a micro or small organisation
- up to 60% if you are a medium-sized organisation
- up to 50% if you are a large organisation

**For experimental development projects which are nearer to market, you could get funding for your eligible project costs of:**

- up to 45% if you are a micro or small organisation
- up to 35% if you are a medium-sized organisation
- up to 25% if you are a large organisation

**For research organisations conducting fundamental research you could get funding for your eligible project costs of up to 100%.**

For general guidance on what our research categories are please visit:

<https://www.ukri.org/councils/innovate-uk/guidance-for-applicants/general-guidance/categories-of-research-and-development/#contents-list>

# Participation Rules

**The aim of this funding opportunity is to:**

- optimise the level of funding to business and
- recognise the importance of research base to project

At least **70%** of total eligible project costs must be incurred by business.

The maximum level (**30%** of total eligible project costs) is shared by all research organisations collaborating on the project.

# What is collaboration?

In all collaborative projects there must be:

- at least two organisations claiming grant within the application (including the lead)
- a **business or RTO-led** consortium, which may involve both business and the research base
- evidence of effective collaboration

We would expect to see the structure and rationale of the collaboration described in the application.

# Making more than one application

Any one business or RTOs may lead or be involved in any number of applications across the two strands of the competition.

# Other Innovate UK projects

If you have an outstanding final claim or Independent Accountant Report (IAR) on a live Innovate UK project, you will not be eligible to apply to this competition, as a lead or a partner organisation.

We will not award you any further funding if you:

- applied to a previous competition as the lead or sole company and were awarded funding by Innovate UK, but did not make a substantial effort to exploit that award
- applied to a previous competition as the lead or sole company and failed to comply with grant terms and conditions.



# Key Dates

| Timeline            | Dates                   |
|---------------------|-------------------------|
| Competition Opens   | 6 October 2022          |
| Briefing Event      | 7 October 2022          |
| Submission Deadline | 30 November 2022, 11:00 |
| Interviews          | w/c 30 January 2022     |
| Applicants informed | 10 February 2023        |



# **Innovation Funding Service (IFS)**

# Search for a funding competition and review criteria

### Innovation competitions

Filter competitions

Keywords

Innovation area

Update results

7 competitions

[Hydrogen Transport Hub Demonstration Phase 2 - Strand 2](#)

UK registered businesses can apply for a share of up to £20 million to demonstrate how hydrogen can be used to power transport solutions for end users.

**Eligibility**  
This competition is open to collaborations only.  
To lead a project, you must:

- be a UK registered business of any size
- collaborate with other UK registered organisations

**Open now**  
Opened: 6 October 2022  
Closes: 30 November 2022

[Hydrogen Transport Hub Demonstration Phase 2 - Strand 1](#)

UK registered businesses can apply for a share of up to £20 million to demonstrate how hydrogen can be used to power transport solutions for end users.

**Eligibility**  
This competition is open to collaborations only.  
To lead a project, you must:

- be a UK registered business of any size
- collaborate with other UK registered organisations

**Open now**  
Opened: 6 October 2022  
Closes: 30 November 2022

## Hydrogen Transport Hub Demonstration Phase 2 - Strand 2

UK registered businesses can apply for a share of up to £20 million to demonstrate how hydrogen can be used to power transport solutions for end users.

**Competition opens:** Thursday 6 October 2022

**Competition closes:** Wednesday 30 November 2022 11:00am

[Start new application](#)

Or go to [your dashboard](#) to continue an existing application.

Summary

Eligibility

Scope

Dates

How to apply

Supporting information

**Description**

The Department for Transport will work with Innovate UK, part of UK Research and Innovation, to invest up to £20 million for innovative projects.  
  
The aim of this competition is to create a long-term sustainable demand for hydrogen from transport and to de-risk hydrogen's adoption for transport owners and operators.  
  
This investment will support demonstrations of hydrogen powered vehicles across transport modes in real world operational settings across [the Tees Valley](#).  
  
This competition is split into two strands:

## Funding competition Hydrogen Transport Hub Demonstration Phase 2 - Strand 1

UK registered businesses can apply for a share of up to £20 million to demonstrate how hydrogen can be used to power transport solutions for end users.

**Competition opens:** Thursday 6 October 2022

**Competition closes:** Wednesday 30 November 2022 11:00am

[Start new application](#)

Or go to [your dashboard](#) to continue an existing application.

Summary

Eligibility

Scope

Dates

How to apply

Supporting information

**Who can apply**

**Your project**  
Your project must:

- have total costs of between £500,000 and £8 million
- start by 1 June 2023
- end by 31 March 2025
- last up to 22 months
- include vehicle demonstration of at least 6 months
- carry out its project work in the UK
- intend to exploit the results from or in the UK

You must only include [eligible project costs](#) in your application.

# Lead Applicant: create an account

The lead applicant must create an account:

## UK registered businesses

Use Companies House lookup as it speeds up our checks by providing your company number. You are unable to enter this at a later date.

## Research organisations, academics and universities

Enter your information manually so you are not listed as a business on IFS and ensure you receive the correct funding.




GOV.UK Innovation Funding Service

BETA This is a new service – your [feedback](#) will help us to improve it.

[Back](#)

Create your account

### Your organisation

 Your organisation must be UK based to receive funding from Innovate UK

**Business**

**Find your organisation on Companies House**

Enter your organisation name or registration number

**Companies House search results**

Select your organisation from the options below

[NOMENSA LTD](#)  
04214477 - Incorporated on 10 May 2001  
13 Queen Square, Bristol, BS1 4NT

GOV.UK Innovation Funding Service

BETA This is a new service – your [feedback](#) will help us to improve it.

[Back](#)

## Please sign in or create an account

**Used this service before?**

Please sign into your Innovation Funding Service account.

**New to this service?**

If you haven't used the new Innovation Funding Service before you will need to create an account.

### Innovation Funding Service Sign in

Email address  
Please enter your email address.

Password  
Please enter your password.

▼ [Need help signing in or creating an account?](#)

**My email and/or password isn't working**

If you applied previously using the old service, you will need to create a new account.

[Forgotten your password?](#)



# Project Details

- **Application Team** - Collaborators can invite organisations who you are working with on the project. Contributors can invite colleagues from your own organisation to help you complete your application. **All team members and Lead applicants must complete the Equality, Diversity and Inclusion survey embedded in IFS as part of your application.**
- **Application Details** - Title, timescales, **research category, innovation area and previously submitted application (y/n)**
- **Subsidy basis** - Will the project, including any related activities, you want Innovate UK to fund, affect trade between Northern Ireland and the EU? All participants must complete this section.
- **Project Summary** - Short summary and objectives of the project including what is innovative about it
- **Public Description** - Description of your project which will be published if you are successful
- **Scope - How does your project align with the scope of this competition?** - If your project is not in scope, it will be ineligible for funding

# Application Questions

Detailed guidance available on IFS

| Application Form |                                 | Appendix?               |
|------------------|---------------------------------|-------------------------|
| Question 1       | Applicant location (not scored) | No                      |
| Question 2       | Operation location (not scored) | No                      |
| Question 3       | Need or challenge               | No                      |
| Question 4       | Approach and innovation         | Yes - optional          |
| Question 5       | Team and resources              | Yes - optional          |
| Question 6       | Market awareness                | No                      |
| Question 7       | Outcomes and route to market    | No                      |
| Question 8       | Wider impacts                   | No                      |
| Question 9       | Project management              | Yes - mandatory         |
| Question 10      | Risks                           | Yes - mandatory         |
| Question 11      | Added value                     | No                      |
| Question 12      | Costs and value for money       | Yes - for strand 1 only |

# Application finances



Innovate  
UK



# To claim funding

Your business does not have to be UK registered with Companies House when you apply but it must be registered before you can receive funding.

You are unable to claim funding if:

- you are an overseas organisation, so your company number begins with FC
- your organisation is setup as a branch, so your company number begins with BR
- you are a collaboration with no formal structure of ownership or control, so your company number begins with ML
- you are a Crown Dependency:
  - if your company is based in Jersey, your company number begins with JE
  - if your company is based in Guernsey
  - if your company is based in the Isle of Man



# British Overseas Territories

You are also unable to claim funding if your company is based in any of the British Overseas Territories (BOTs):

- Anguilla
- Bermuda
- British Antarctic Territory
- British Indian Ocean Territory
- British Virgin Islands
- Cayman Islands
- Falkland Islands
- Gibraltar
- Montserrat
- Pitcairn Islands
- Saint Helena, Ascension and Tristan da Cunha
- South Georgia and the South Sandwich Islands
- Turks and Caicos Islands

# Labour

## Eligible:

- staff working directly on project
- paid by PAYE
- NI, pension, non-discretionary costs

## Ineligible:

- dividends
- bonuses
- non productive time
- overtime

### Labour

£25,862 —

You can claim the labour costs of all employees you have working on your project.

► [Labour costs guidance](#)

If your application is awarded funding, you will need to account for all your labour costs as they occur. For example, you should keep timesheets and payroll records. These should show the actual hours worked by individuals and paid by the organisation.

Working days per year

Number of staff and roles within the project

| Role within project                          | Gross employee cost                | Rate (£/day) | Days to be spent by all staff at this grade | Total costs |                        |
|--|------------------------------------|--------------|---|-------------|------------------------|
| <input type="text" value="Project Manager"/> | <input type="text" value="50000"/> | £216         | <input type="text" value="120"/>            | £25,862     | <a href="#">Remove</a> |
| <input type="text"/>                         | <input type="text" value="0"/>     | £0           | <input type="text" value="0"/>              | £0          | <a href="#">Remove</a> |

[Add another role](#)

Total labour costs **£25,862**

# Overheads

## Innovate UK's definition

Additional costs and operational expenses incurred directly as a result of the project. These could include additional costs for administrative staff, general IT, rent and utilities

## Indirect (administration) overheads

Please ensure they are additional and directly attributable to the delivery of the project

## Direct overheads

- e.g. office utilities, IT infrastructure, laptop provision not covered by capital usage
- must be directly attributable to the project
- provide detailed breakdown together with methodology/basis of apportionment

### Overhead costs

£ 44,483 ▲

You can incur overhead costs associated with those directly working on the project as well as indirect (administration) overheads. To be eligible both overhead categories need to be directly attributable to the project. The indirect overheads need to be additional as well as directly attributable. Note that there are certain cost categories/activities which are not eligible. To find out which costs are ineligible/eligible refer to our [project costs guidance](#).

► [Overheads costs guidance](#)

- ☐ No overhead costs
- ☒ 20% of labour costs
- ☐ Calculate overheads

### Calculate overheads

If you feel your overheads are higher than 20% you may calculate a value using the Innovate UK model in the spreadsheet available below. The model shows you which types of indirect costs associated with your project you may claim. For support with this option, please contact our Customer Support Service on 01793 44 2700. Any value claimed under this model will be subject to a review. This will assess the appropriateness of your claim if your grant application is successful.



#### Download the overhead calculation spreadsheet

Download as an Excel document [overhead calculation spreadsheet.xlsx \(16KB\)](#)

Download as an Open Office document [overhead calculation spreadsheet.ods \(10KB\)](#)

### Upload your completed spreadsheet

No file currently uploaded

+ Upload

# Material costs

Please be clear on what the materials are, just putting consumables does not provide enough detail.

If insufficient information is provided, we will request more information should you be successful which may delay your project start date.

## Materials

£10,000 —

You can claim the costs of materials used on your project providing:

- they are not already purchased or included in the overheads
- they are purchased from third parties
- they won't have a residual/resale value at the end of your project. If they do you can claim the costs minus this value

[Please refer to our guide to project costs for further information.](#)

► [Materials costs guidance](#)

Please provide a breakdown of the materials you expect to use during the project

| Item     | Quantity | Cost per item (£) | Total   |                        |
|----------|----------|-------------------|---------|------------------------|
| Software | 1        | 10000             | £10,000 | <a href="#">Remove</a> |
|          | 0        | 0                 | £0      | <a href="#">Remove</a> |

[Add another materials cost](#)

Total materials costs **£10,000**



# Capital equipment usage

## Eligible:

Used in the project or shared with day-to-day production.

Calculations will need to be in line with your accounting practices.

Even if the equipment is depreciated fully over the life of the project this must be added under capital equipment.

**Capital usage**£750 —

You can claim the usage costs of capital assets you will buy for, or use on, your project.

► [Capital usage guidance](#)

Please provide a breakdown of the capital items you will buy and/or use for the project.

---

Item description

Laptop

New or existing item

☒ New ☐ Existing

Depreciation period (months)

24

Net present value at the start of your project or the price you bought it for (£)

2000

Residual value at end of project (£)

500

Utilisation (%)

50

Net cost

£750

# Subcontractors

Justified and quantified.

If non-UK subcontractors are being used, you will need to provide strong justification on why an UK-based subcontractor is not being used.

If you are subcontracting to a parent or sister company, please ensure you list at cost and do not include profit.

You can subcontract work if you don't have the expertise in your project team. You can also subcontract if it is cheaper than developing your skills in-house.

► [Subcontracting costs guidance](#)

Please provide details of any work that you expect to subcontract for your project.

Subcontractor name

Robotics experts ltd

Country where the subcontractor will work

UK

Role of the subcontractor in the project and description of the work they'll do

facilitation and availability of robotics labs

Cost

36795

# Travel and subsistence

## Eligible:

Costs must be directly linked to the project.

Please breakdown your costs as follows:

- Travel
- Accommodation
- Subsistence

If you have an annual trip to visit the parent company this is not an eligible cost.

### Travel and subsistence

£ 3,000 ▲

You should include travel and subsistence costs that relate to this project.

| Purpose of journey or description of subsistence cost | Number of times | Cost each (£) | Total (£) |                        |
|---|-----------------|---------------|-----------|------------------------|
| Travel to robotics labs for testing                   | 12              | 100           | £ 1,200   | <a href="#">Remove</a> |
| monthly project meetings                              | 12              | 150           | £ 1,800   | <a href="#">Remove</a> |

[Add another travel cost](#)

Total travel & subsistence costs

£ 3,000

# Other costs

Costs that could not be added under previous headings

Do not double count

Patent filing costs for new IP – SMEs **up to £7,500**

## Other costs

£ 0 ▲

Please provide details of any project costs which cannot be covered by the other cost categories.

► [Other costs guidance](#)

Please note that legal or project audit and accountancy fees are not eligible and should not be included as an 'other cost'. Patent filing costs of new IP relating to the project are limited to £7,500 for SME applicants only. Please provide estimates of other costs that do not fit within any other cost headings.

### Description and justification of the cost

### Estimated cost (£)

0

[Add another cost](#)

# Project cost summary

## Project cost breakdown

|  | Total           | Labour   | Overhead costs | Materials | Capital usage | Subcontracting costs | Travel and subsistence | Other costs |
|--|-----------------|----------|----------------|-----------|---------------|----------------------|------------------------|-------------|
| <b>Barry Shaw Experts Ltd</b><br>Partner | <b>£230,162</b> | £84,052  | £16,810        | £90,550   | £0            | £35,000              | £3,750                 | £0          |
| <b>EMPIRE LTD</b><br>Lead organisation   | <b>£331,442</b> | £222,414 | £44,483        | £11,750   | £13,000       | £36,795              | £3,000                 | £0          |
| <b>University of Bath</b><br>Partner     | <b>£19,762</b>  | £8,104   | £5,731         | £412      | £0            | £0                   | £504                   | £5,011      |
| <b>Total</b>                             | <b>£581,366</b> | £314,570 | £67,024        | £102,712  | £13,000       | £71,795              | £7,254                 | £5,011      |

This is the level of cost detail that the assessors will see during the assessment process.

Ensure the highlighted costs fits the criteria for this competition

Research organisation participation is no greater than 30% of the total project costs.

All organisations can see a summary of project costs.



# Funding

## Funding rules

The level of funding awarded will depend upon the type of organisation and the type of research being undertaken in the project

Funding is calculated by project participant

IFS will advise the maximum grant % you can request based upon your answers to:

- type and size of organisation
- research category defined by the lead applicant in the Application Details section of the application



| Organisation or type of activity  | Industrial research  | Experimental development   |
|---|--|--|
| Business (economic activity)  | Micro or Small – 70%<br>Medium – 60%<br>Large – 50%  | Micro or Small – 45%<br>Medium – 35%<br>Large – 25%  |
| Research organisation (non-economic activity)   | Universities – 100% (80% of Full Economic Costs)<br><br>Other research organisations can claim 100% of their project costs | Other research organisations must: <ul style="list-style-type: none"> <li>• be non-profit distributing and</li> <li>• disseminate the project results and</li> <li>• explain in the application form how this will be done</li> </ul>  |
| Public Sector Organisation or Charity (non-economic activity)   | 100% of eligible costs   | Must: <ul style="list-style-type: none"> <li>• be performing research activity and</li> <li>• disseminate project results and explain in the application form how this will be done</li> <li>• ensure that the eligible costs <u>do not include work / costs already funded</u> from other public sector bodies</li> </ul> |
| Research organisations (undertaking economic activities)<br>Organisations receive funding related to the size of their organisation | Micro or Small – 70%<br>Medium – 60%<br>Large – 50%  | Micro or Small – 45%<br>Medium – 35%<br>Large – 25%  |

# Consortium

## Worked example – £500k total cost project

Project costs for 5 partners (2 SME, 1 University, a Catapult and 1 large), doing **experimental development**.

| Organisation type | Organisation size | Total eligible project costs | Maximum % of project costs which may be claimed as a grant | Requested grant amount | Required match funding contribution |
|-------------------|-------------------|------------------------------|--|------------------------|-------------------------------------|
| Business          | Medium            | £130,000                     | 35%  | £45,500                | £84,500                             |
| Business          | Medium            | £93,000                      | 35%  | £32,550                | £60,450                             |
| Business          | Large             | £130,000                     | 25%  | £32,500                | £97,500                             |
| University        | HEI (80% FEC)     | £72,000                      | 100%   | £72,000                | nil**                               |
| Catapult          | RTO               | £75,000                      | 100%   | £75,000                | nil                                 |
| <b>Total</b>      |                   | <b>£500,000</b>              |  | <b>£257,550</b>        | <b>£242,450</b>                     |

\*\* 20% FEC not to be shown as a contribution

|  |            |
|--|------------|
| Research base costs  | £147,000   |
| Research participation rate of total eligible projects costs (cannot exceed <u>30%</u> ) | <u>29%</u> |

# Academic partners



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# Why Je-S?

We use the Research Councils' Joint Electronic Submission System (Je-S) to collect academic finances.

The Je-S system automates the collection of Full Economic Costs (FEC) based costs from academic partners and tells them exactly what numbers should be used in the application form for their costs.

Also to collect project finance details from non-HEIs (e.g. RTOs) that are claiming they are carrying out academic quality work and want to be funded on an FEC basis.

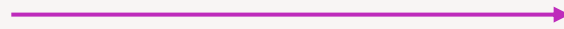
Using Je-S means that Innovate UK follows standard Research Council guidelines on funding universities and enables Research Councils to easily co-fund Innovate UK projects.

**The Je-S system is completely separate from Innovate UK and we cannot advise on its usage.**



# Project costs – academic partners

Enter the TSB reference number here



Enter the TSB Contribution column figures from *your* J-eS output document into the project costs section of the application.

Upload the Je-S with council status form as a PDF at the bottom of the screen.

**Any queries, contact Je-S Helpdesk (not Innovate UK)**

- [jeshelp@je-s.ukri.org](mailto:jeshelp@je-s.ukri.org)
- 01793 444164

## TSB reference

This number is found at the top of your Je-S form

My REF

## Financial resources

Please enter the following costs from the summary of resources section on your Je-S form

| Directly incurred         | TSB Contribution (please refer to the TSB contribution column) |
|---------------------------|--|
| Staff                     | 11   |
| Travel & subsistence      | 22   |
| Other costs               | 33   |
| <b>Subtotal</b>           | £ 66   |
| <b>Directly allocated</b> |  |
| Investigators             | 44   |
| Estates Costs             | 55   |
| Other costs               | 66   |
| <b>Subtotal</b>           | £ 165  |
| <b>Indirect costs</b>     | 77   |
| <b>Exceptions</b>         |  |
| Staff                     | 88   |

# Submitting your application



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# Checking your finances are complete

## Finances Summary

The following organisations have not marked their finances as complete:

- EMPIRE LTD



[Return to the finances section to complete your finances](#)

This application cannot be submitted unless finances have been marked as complete by all partners.

|  |   | Total costs | % Grant | Funding sought | Other public sector funding | Contribution to project |
|--|---|-------------|---------|----------------|-----------------------------|-------------------------|
| <b>Barry Shaw Experts Ltd</b><br>Partner | ✓ | £230,162    | 70%     | £161,113       | £0                          | £69,049                 |
| <b>EMPIRE LTD</b><br>Lead organisation   | ⚠ | £282,655    | 70%     | £197,859       | £0                          | £84,797                 |
| <b>University of Bath</b><br>Partner     | ✓ | £239,114    | 0%      | £0             | £0                          | £239,114                |
| <b>Total</b>                             |   | £751,931    |         | £358,972       | £0                          | £392,959                |

All organisations have marked their finances as complete.

Research organisation participation is no greater than **30%** of the total project costs.

IFS DOES NOT VALIDATE TOTAL PROJECT COSTS

# Editing a submitted application

**test**  
Application number: 242  
Competition: 599 Covid de minimis round 2

Awaiting assessment

**Application submitted**  
[Reopen](#)


Reopen by clicking here

**Terms and conditions**  
You must agree to these before you submit your application.

[Award terms and conditions](#)

✓ Complete

Review and submit

 [Print your application](#)

Remember to press  
'Submit application'

**Terms and conditions**

Open all

**Award terms and conditions**

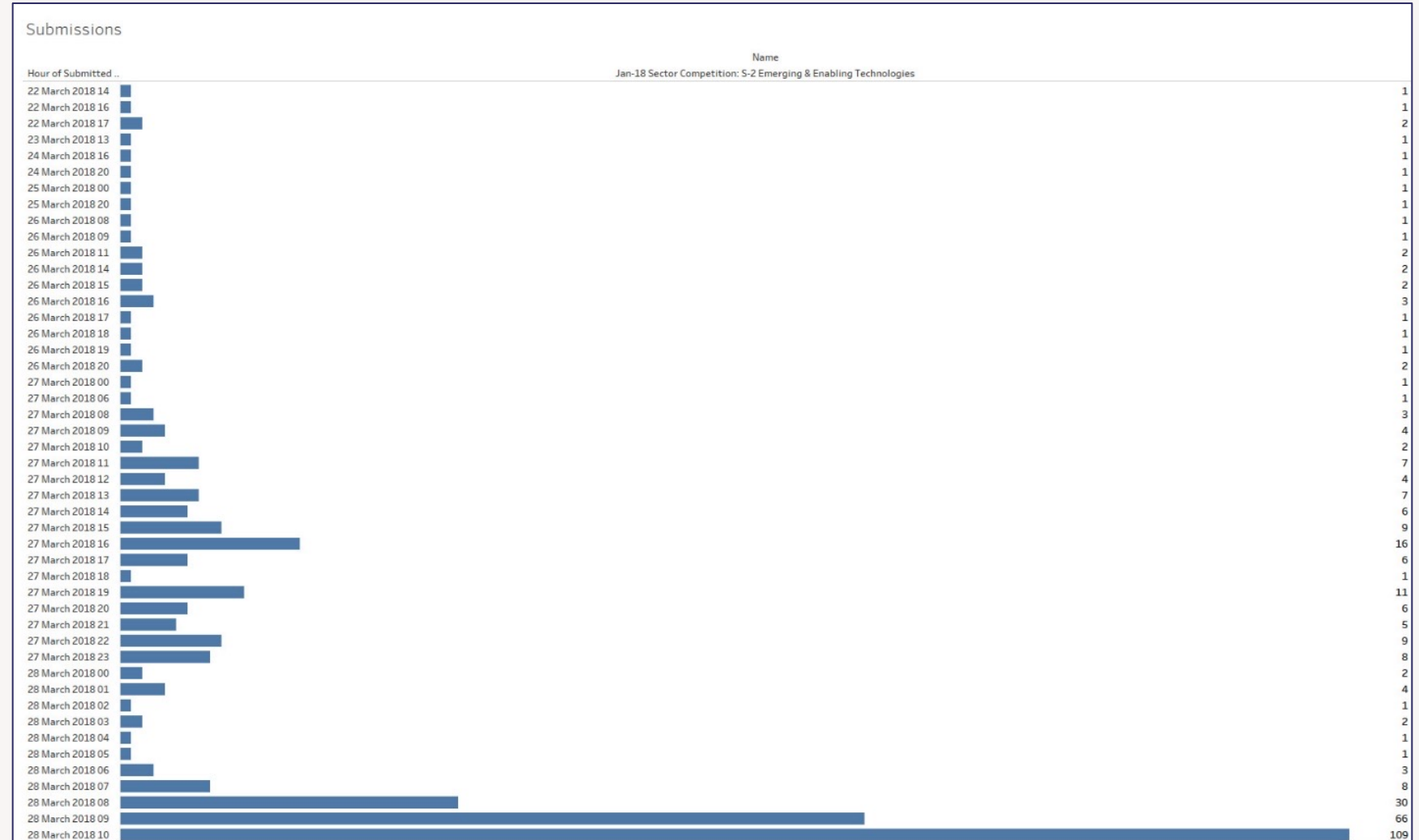
✓ Complete +

Submit application

**Need help with this service?** [Contact us](#)

# Submit your application early!

Customer Support can help resolve any issues you might have when submitting but only if they are contacted before the deadline. Once the deadline has passed, your application cannot be submitted.





# Assessment



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# How our assessors assess?

All applications are assessed by an independent **pool** of assessors drawn from industry and academia.

We require our assessors to maintain confidentiality and declare any conflicts of interest, ensuring a fair and transparent process.

Assessors are unable to contact you regarding your application content. Therefore, your application should contain:

- a justification for a viable opportunity for growth and a level of innovation that necessitates public investment
- clear and concise answers
- the right amount of information
- no assumptions

We recommend you review the competition brief and guidance for help.

# How are successful applicants selected for funding?

Assessors will score each section of your application.

After the assessor process, InnovateUK will independently moderate assessor scores. Any outliers in scores may be removed and your total score will be updated.

You will then receive email notification to offer grant funding or to inform you that your application has been unsuccessful on this occasion.

Whether successful or unsuccessful in receiving grant funding, you will receive feedback on your application. It is intended to be constructive in nature and to highlight both the strong as well as the weak areas of your application.

# Interviews

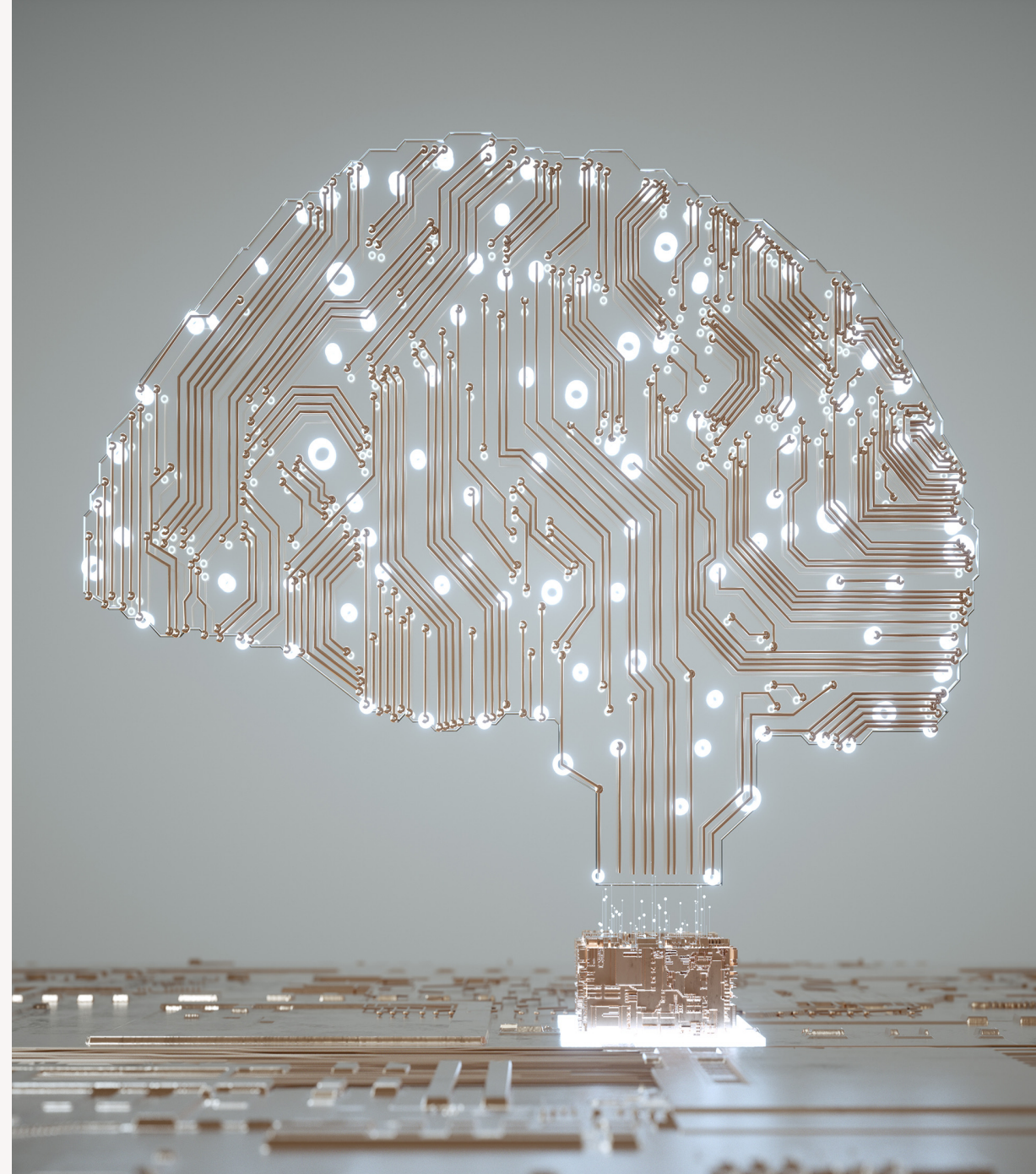
If you are invited to progress to interview:

- you can bring up to **nine** people to attend the interview
- you will have **20 minute** to present a maximum of **20 PowerPoint slides**, with no videos or embedded links
- there is a **30 minute** Q&A session lead by members of the panel
- you will have an opportunity to respond to the assessor feedback so the panel can read it prior to interview
- the response to feedback, presentations and presenters' names have to be provided ahead of the interview

# Project setup for successful applicants



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# Notification

## If you are unsuccessful in this competition

You can use the feedback from the assessors to develop your idea and apply into another competition that allows previously submitted applications

## If you are successful in this competition

- you will be assigned a Delivery Executive who will guide you through the Project Set Up process
- you will have 7 days to complete the project team, project details and bank details
- you will then have **90** days to complete project set up – funding may be withdrawn if this is not completed within this timeframe

**Please ensure all your contact details in the IFS portal are correct and up to date and that you regularly monitor it.**

# Project set up

- All communication will be through IFS.
- Lead applicant must provide collaboration agreements and exploitation plans if applicable.
- Any partners with individual total project costs of **up to** £50,000 must provide evidence with a Statement of Expenditure (SoE).
- Any partners with individual total project costs **above** £50,000 must provide evidence with an Independent Accountants Report (IAR).

## Project delivery

- All grants are paid **quarterly** in arrears and are only paid following **quarterly** reporting and necessary audits.
- Claims can only be made for costs incurred and paid between the project start and end dates.
- Monitoring of the project includes a visit from the appointed Monitoring Officer.

# Additional Support



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UK



# Innovate UK EDGE

*Bespoke growth and scaling support at the business end of innovation*

- Intensive growth and scaling support tailored to the needs of each of our ambitious innovation-driven clients
- Offered alongside project funding to Innovate UK award winners, most of whom engage us. We are also available to all high growth potential innovative small or medium-sized businesses\*
- Engagement at early, growth and scaling stages, with our core high growth service and enhanced Scaleup Programme
- Delivered by 290 innovation and growth specialists embedded in regional ecosystems across the UK, including a board of expert scaleup directors

*\*subject to eligibility and currently in all nations and regions outside Scotland*

# Innovate UK EDGE

An innovation and growth specialist, or scaleup directors, work with a company's leadership to hone its commercial strategy and help it take targeted action to, for example:

- Build investment readiness
- Manage innovation effectively
- Enter global markets
- Providing local to national to international growth and scaling support





# Innovate UK EDGE



# A great idea can come from anyone

- Diversity in businesses contributes to enhanced performance and commercial success
- We welcome and encourage applications from people of all backgrounds and are committed to making innovation support more visible, accessible, and inclusive.
- We can provide support for people who have a disability or long-term condition and face barriers applying to us
- If you would like any support or advice, please contact Customer Support Service on 0300 321 4357 or [support@iuk.ukri.org](mailto:support@iuk.ukri.org)





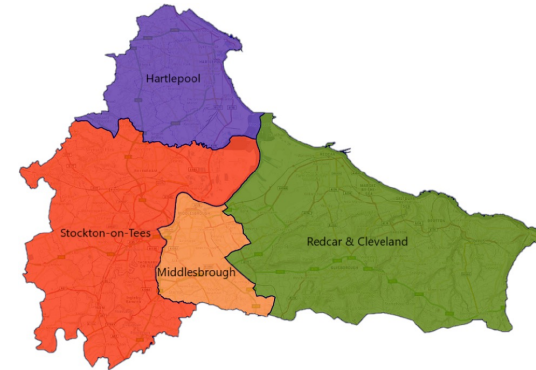
**Claire Wrightson**  
**Head of Procurement and Fleet**

**Cleveland Police**



# Cleveland Police

- The Police & Crime Commissioner for Cleveland and Cleveland Police is responsible for the totality of policing in Cleveland, as well as a range of community safety activity and services for over 550,000 residents across the Cleveland areas of Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton.



- Cleveland Police employs 2,525 members of staff of which 1472 are Police Officers and therefore use a vehicle



# Fleet

- The Force currently operates approximately 341 vehicles with increases anticipated over the next 2 years. This is split as follows:
  - Bikes – 10
  - Vans – 92
  - Cars (marked and unmarked) – 239
- Fuel Types operated currently:
  - Diesel – majority
  - Electric
  - Hybrid
  - Petrol





# Alternative Fuel

- Started to introduce electric vehicles
- Initial focus on unmarked fleet
- Awaiting vehicle developments – increased battery capacity
- Investment into Infrastructure across the estate



# Why Interested in the Hub

- We operate a 24/7 365 day Fleet
- One size doesn't fit all
- Considerations:
  - Fleet is situated across the whole of Cleveland
  - Location of re-fuelling stations
  - Cost of the vehicles



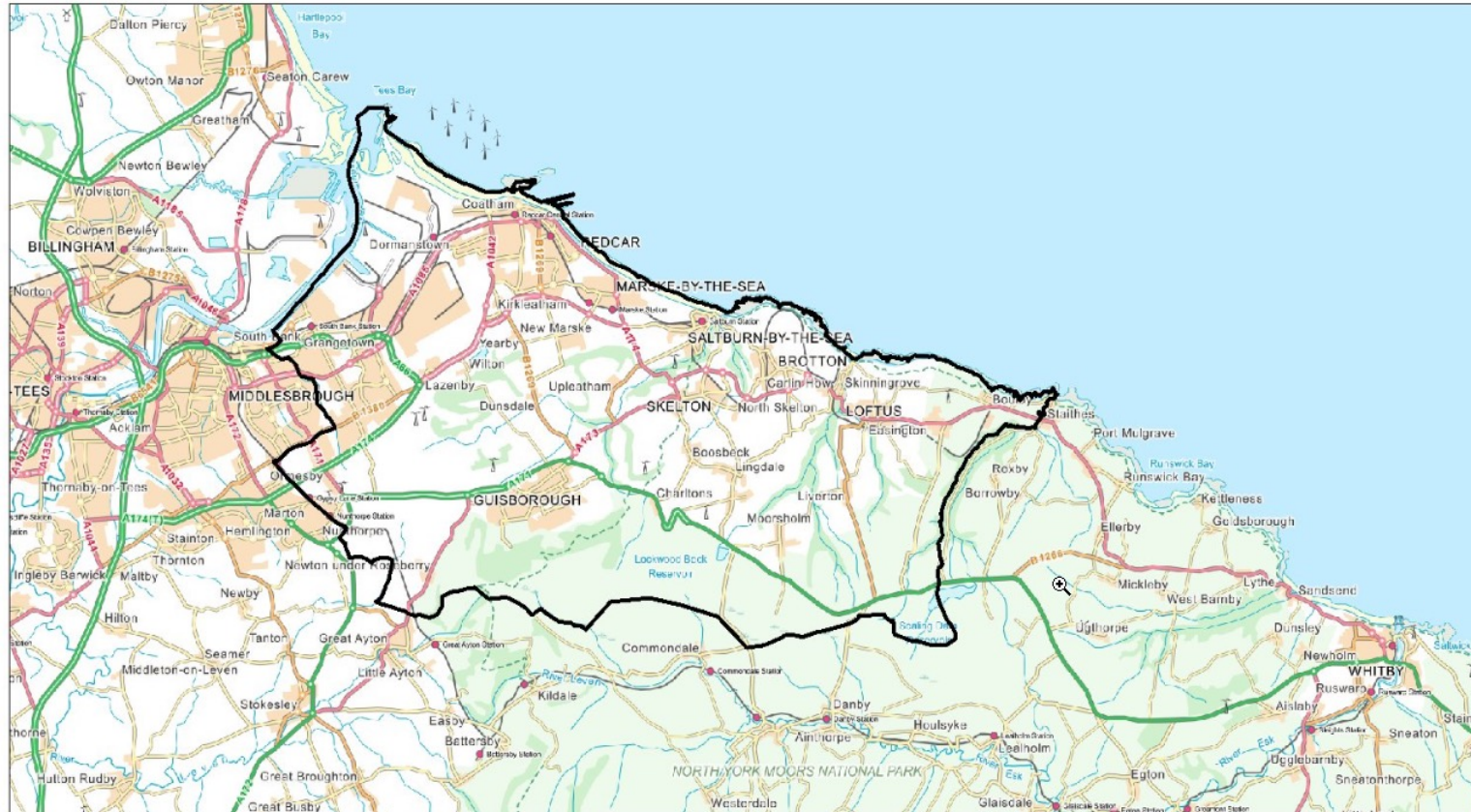
# Redcar & Cleveland Borough Council Fleet Overview



Caroline Hearne  
Climate Change & Sustainability Officer



# Redcar & Cleveland Borough Council Area



# Overview

- Fleet of around 200 vehicles ranging from small panel vans to 32t Hookloaders.
- The vehicles operate a range of services including waste operations, clean and green neighbourhood, home to school transport and other council activity.
- Range of existing fuel in use:
  - around 5% electric vehicles
  - currently trialling HVO on small sweeper fleet
  - have been involved in initial Hydrogen vehicle trials to explore opportunity





# Fleet Overview by Department

| VEHICLES BY DEPARTMENT      | No of Vehicles |
|-----------------------------|----------------|
| NEIGHBOURHOOD TEAMS         | 69             |
| WASTE SERVICES              | 36             |
| HOME TO SCHOOL TRANSPORT    | 29             |
| HIGHWAYS                    | 26             |
| PROPERTY SERVICES           | 15             |
| ENFORCEMENT                 | 6              |
| VEHICLE FLEET AND WORKSHOPS | 5              |
| ADULT SERVICES              | 4              |
| TREE TEAM                   | 4              |
| CHILDRENS SERVICES          | 2              |
| IT SERVICES                 | 2              |
| DEMOCRATIC SERVICES         | 1              |
| FACILITIES MANAGEMENT       | 1              |
| <b>Grand Total</b>          | <b>200</b>     |

# Fleet Overview by Type

| VEHICLE CATEGORY AND TYPE               | No of Vehicles | VEHICLE CATEGORY AND TYPE         | No of Vehicles |
|---|----------------|-----------------------------------|----------------|
| Rigid HGV (>3.5 - 7.5 tonnes)           | 73             | Diesel cutter (>1.6 litre)        | 14             |
| MEDIUM BUS                              | 22             | GRASSCUTTER                       | 14             |
| TIPPER WAGON                            | 21             | Small diesel car = 1.7 litre      | 12             |
| TIPPER VAN                              | 20             | SMALL STREET SWEEPER              | 7              |
| MINIBUS                                 | 8              | HATCHBACK CAR                     | 5              |
| SMALL REFUSE WAGON                      | 1              | Electric Van (2.220 tonne)        | 10             |
| PLATFORM TOWER                          | 1              | SMALL PANEL E-VAN                 | 10             |
| Diesel van Class III 1.74 to 3.5 tonnes | 46             | Rigid HGV (>7.5 tonnes-17 tonnes) | 7              |
| SMALL PANEL VAN                         | 31             | LARGE STREET SWEEPER              | 4              |
| PANEL VAN                               | 8              | MEDIUM REFUSE WAGON               | 3              |
| PICKUP                                  | 4              | Small Petrol Cars = 1.4 litre     | 3              |
| LUTON VAN                               | 2              | QUAD BIKE                         | 3              |
| PEOPLE CARRIER                          | 1              | Grand Total                       | 200            |
| Rigid HGV (>17 tonnes)                  | 35             |                                   |                |
| REFUSE WAGON                            | 24             |                                   |                |
| LARGE GRITTER                           | 4              |                                   |                |
| HOOKLIFT                                | 3              |                                   |                |
| DEMOUNT                                 | 2              |                                   |                |
| GULLEY EMPTIER                          | 2              |                                   |                |

# Redcar & Cleveland & Hydrogen

- 2,000 home hydrogen heating trial via Northern Gas Networks
- Provision to produce green hydrogen using offshore wind
- Existing hydrogen storage tanks available at Wilton Centre



# Redcar & Cleveland Opportunities

- 2030 Net Zero target
- Existing net zero vehicle options will not meet all our requirements
- Option to trial new technology with support from manufacturers





Thank You





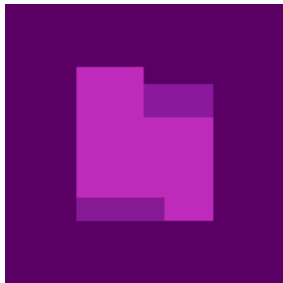
# Contacts

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## Customer Support Services

0300 321 4357 (Monday - Friday 9-5pm)

[support@iuk.ukri.org](mailto:support@iuk.ukri.org)



**Innovate UK**

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# Thank you and close



HM Government



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