

Whitepaper

Promotion of charging infrastructure for electric vehicles

Up to and including 50 KW

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If you have any questions or are unclear about anything, you can contact the Federal Office of Administrative Services at.

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1. Introduction

Electric vehicles make an important contribution to reducing CO₂ emissions and thus to achieving climate protection targets and reducing local pollutant and noise emissions. In addition, strengthening electromobility also has an economic benefit and strengthens the transformation process of the automotive industry.

The aim of the funding is to advance the expansion of the charging infrastructure for electric vehicles in Germany using electricity from renewable energies. This is intended to initiate a demand-oriented and user-friendly supply of electric vehicles (passenger cars) by expanding the charging infrastructure in publicly accessible areas. For both providers and users of charging systems, the funding guideline is intended to pursue an important contribution to a user-friendly and comprehensive charging network.

By the end of 2021, an additional 50,000 public charging points are to be established. Particularly in rural areas (including peripheral and suburban areas), there is a need for even better availability of charging infrastructure. Small and medium-sized enterprises (SMEs), small municipal utilities and local authorities, as well as companies in the retail, hotel and hospitality sectors, which are addressed by this funding program, can make a significant contribution to this.

2. Who promotes what?

The BAV is an approval authority for various federal funding programs and compensation payments. Its services range from reviewing applications to disbursing the subsidies.

One of these funding programs supports the installation of publicly accessible charging systems for electric vehicles and the associated grid connection in Germany. The total funding volume here is around 300 million euros. The funding is granted by way of project funding as a non-repayable grant in the form of partial financing. The basis for calculating the grant is the total eligible expenditure, which will be explained in more detail below. The maximum funding amounts to 80% of the total eligible expenditure, which is capped at a maximum funding amount (in euros) depending on the type of charging infrastructure. Grants awarded on the basis of this funding guideline are subsidies and may not exceed €200,000 within a period of three fiscal years, or €100,000 for road haulage companies. In addition, cumulation of the subsidy in conjunction with other state aid is only possible in accordance with Article 5 of the de minimis Regulation and the rules set out therein.

The following subsidy quotas and maximum amounts refer to continuous public accessibility 24 hours a day, 7 days a week. In the event of restricted public accessibility of at least 12 hours on weekdays (Mondays to Saturdays; "12/6"), the funding quota and maximum funding are reduced by half.

Grid connection per site:

Type of grid connection	Funding rate	max. funding per NA
Low voltage	80 %	10.000,00 €
Medium voltage	80 %	100.000,00 €
Mains connection + buffer storage		like associated NA

Per charging point:

Support category	Funding rate	max. funding amount
Normal charging points (AC and DC 11 kW to 22 kW)	80 %	4.000,00 €
Fast charging points (DC up to and including 50 kW)	80 %	16.000,00 €

3. Aim of the promotion

The aim of the funding, in addition to general improvement, is to ensure the availability of publicly accessible charging systems and charging at attractive everyday destinations, such as (retail) commercial establishments, restaurants and leisure facilities. The support program is particularly addressed to companies in the retail and hospitality sectors in Germany, as they have been heavily affected by the impact of the pandemic since spring 2020. The retail and hospitality sectors make up a substantial proportion of small and medium-sized enterprises in Germany. The overwhelming willingness of these companies to invest in infrastructure measures is currently not given without substantial funding due to the "pandemic impacts". At the same time, these facilities (especially in peripheral areas) have a considerable number of parking spaces for the installation of publicly accessible charging infrastructure in conjunction with high destination traffic. Electromobility is only climate-friendly if green electricity is used. It is therefore mandatory to use electricity from renewable sources within the scope of this funding.

4. Eligible and ineligible expenses

Eligible expenditure is for the initial procurement and construction of publicly accessible charging infrastructure for electric vehicles with at least one permanently installed charging point, including the network connection required for this. Expenditures are only those payments that lead to a reduction in cash at the time they are made, i.e. that have a budgetary and cash effect in the current budget or fiscal year. In addition, they must have been incurred in connection with the purchase. Lease and rental expenses, on the other hand, are excluded. The charging infrastructure must also be set up on a site (location) in the Federal Republic of Germany

Eligible expenses for normal charging points and DC fast charging points:

(Eligible expenses are those incurred by the applicant for the initial procurement of the charging infrastructure and the installation (foundation and civil engineering) of the charging facility.

- Remote power units (rectifier for AC to DC conversion; structurally separate from charging equipment).
- foundation of the charging equipment
- civil engineering works for charging equipment
- Installation and commissioning of the charging equipment
- collision protection
- Marking of the parking space according to No. 6.6 of the funding guideline by ground marking
- Marking of the parking space by signage (parking symbol sign 314, electric car symbol, sign 1024-20 or § 39 para. 10 StVO, associated additional signs)
- Parking space sensors
- Lighting at the charging facility and the associated parking area
- Weather protection/roofing of the charging device
- Protective filming (e.g., UV or graffiti protection)
- Technical retrofitting of light poles (charging points integrated in streetlamps)
- Installation of WLAN at the charging facility
- Preparation of the charging infrastructure (hardware/software) for later support of ISO/IEC 15118
- Preparation of the charging infrastructure for connection to a smart meter gateway for secure authentication, data protection-compliant charging and billing, and secure connection to a communication network
- Preparation of the charging infrastructure (hardware/software) for connection to the local energy and load management system, e.g. via a smart meter gateway
- necessary construction measures to achieve 24/7 accessibility

Eligible expenses for the grid connection of the charging infrastructure:

- Grid connection, i.e. for the technical connection of the charging location to the power supply grid (low or medium voltage) and the telecommunications network (as of 31.03.2021)
- Construction cost subsidy or one-time payments to the network operator as part of the creation or expansion of the network connection
- Civil engineering work for grid connection
- Connection of the charging device to the customer installation/network connection
- Civil engineering work for connection to the customer installation/network connection
- Meter connection column if this is not integrated into the charging device
- Transformer station
- Hardware/software for controlled and load-optimized charging (if not part of the charging facility)
- Preparation of the charging infrastructure (hardware/software) for connection to a SmartMeter gateway as defined by the requirements of the Metering Point Operation Act (MsbG) or for participation in a flexibility mechanism in accordance with Section 14a of the Energy Industry Act (EnWG)
- Upgrading of the required grid connection, e.g. to increase performance
- Buffer storage (cf. no. 6.2.5 of the funding guideline)

Examples of eligible expenses

- the grantee's own personnel costs
- Materials from the recipient's own inventory that were purchased before the start of the grant period
- Planning and approval services, e.g. fees for official approvals and legal fees
- Advertising measures, e.g. customized wrapping of the charging station and advertising signs
- Ongoing operating costs, e.g. for regular maintenance, warranty extensions or from contracts for WLAN, network usage fees for the charging infrastructure or the back-end connection
- Roofing of parking areas
- New construction of parking areas, e.g. purchase of paving stones and their laying and asphaltting
- Removal or planting of trees and shrubs on site
- Expenditure for explosive ordnance disposal
- Expenditure for fire protection measures

5. Who is entitled to apply?

Eligible applicants are natural persons, legal entities, regional authorities and companies if they fall under the SME definition. The applicant itself must have legal capacity and thus be legally independent. In particular, companies in the retail and hotel and catering sectors as well as small municipal utilities and local authorities are encouraged to apply. In the case of a plurality of companies that are to be regarded as a single company, the controlling company must be the applicant. If the headquarters of the controlling company is located outside the Federal Republic of Germany, the applicant must name and authorize an affiliated company located in the Federal Republic of Germany that is entitled to receive funding and at which measures are to be conducted to manage the funding procedure.

SME definition:

Eligible micro, small and medium-sized enterprises are defined in the EU Recommendation 2003/361 (Official Journal of the European Union L 124/36) as follows:

Company size	Number of employees		Turnover € / year		Balance sheet total € / year
smallest	up to 9	and	up to 2 million	or	up to 2 million
small	up to 49	and	up to 10 million	or	up to 10 million
medium	up to 249	and	up to 50 million	or	up to 43 million
(SME) together	under 250	and	up to 50 million	or	up to 43 million

Not eligible to apply:

Civil-law companies and local authorities do not have legal capacity and are therefore not eligible to apply. In particular, municipal undertakings and public enterprises are also excluded. An example of this is municipal utilities, which are run within a municipality as a municipal enterprise. Furthermore, companies that are active in fishing or aquaculture are excluded. Companies that have not complied with a recovery order based on a previous Commission decision establishing the unlawfulness and unavoidability of aid with the internal market and those for whose assets insolvency or comparable proceedings have been filed or opened are also not eligible to participate in this funding program. The same applies to applicants who are obliged to provide a statement of assets and liabilities pursuant to Section 802 letter c of the German Code of Civil Procedure (Zivilprozessordnung) or Section 284 of the German Fiscal Code (Abgabenordnung - AO) or in respect of whom such a statement has been taken.

6. When may a grant be applied for?

The electronic application for funding of charging infrastructure for electric vehicles is currently valid since 12.04.2021 10:00 am until probably 31.12.2021. As soon as a new funding call takes place, it will be published on the page of the Federal Agency for Administrative Services.

https://www.bav.bund.de/DE/4_Foerderprogramme/6_Foerderung_Ladeinfrastruktur/Foerderung_Ladeinfrastruktur_node.html

However, an application can only be made during this period if commissioning of the charging infrastructure by December 31, 2022 appears realistic. In addition, the project must not have been started yet, e.g. no contract must have been concluded.

7. Eligibility requirements

In order to evaluate the effectiveness of the funding program, an accompanying and subsequent performance review is planned. The recipients are therefore obliged to provide all data required for monitoring the success of the funding program and specified by the funding agency, in compliance with data protection regulations. In addition, the recipient must participate in surveys, interviews and other data collection activities and provide any other information required.

- Technical requirements

The minimum technical requirements are based on the charging station ordinance in the currently valid version. Express reference is made to compliance with the measurement and calibration law and the Price Indication Ordinance.

<https://www.gesetze-im-internet.de/lsv/BJNR045700016.html>

<https://www.gesetze-im-internet.de/messeg/index.html>

<https://www.gesetze-im-internet.de/pangv/>

Contract-based charging: The charging infrastructure must enable contract-based charging. At a minimum, access must be provided via secure and certified smartcards and readers as well as secure smartphone apps.

Roaming: It must be ensured by means of roaming for all customers that contract customers of both regionally operating and nationally operating providers of traction current and additional services (Electric Mobility Provider - EMP) can find the respective location, view the dynamic occupancy status, start charging processes and pay. The charging infrastructure must be connected to an IT backend (online connection of the charging infrastructure) via a current open standard such as OCPP and be remotely capable. The preparation of the charging infrastructure for the later support of the implementation of ISO/IEC 15118, for the integration of a smart meter gateway as well as hardware- and/or software-side possibilities for the retrofitting of further functionalities including the required space and/or slot is expected.

Ad-hoc charging: The operator of a charging point must enable the users of electric vehicles to charge at specific points. He ensures this by

- does not require authentication for use at the respective charging point and offers the provision of service, which includes the delivery of electricity
 - without direct consideration, or
 - against payment by means of cash in the immediate vicinity of the charging point,
- or
- at the respective charging point or in its immediate vicinity, enables the authentication required for the cashless payment transaction and offers the payment transaction at least by means of
 - of a common debit and credit card system via a card terminal with reader, or
 - of a common debit and credit card system contactless by holding a card or mobile terminal, each with near field communication capability, or

- of a common credit card system and one of the payment transactions referred to in Section 38(2)(2) of the Payment Accounts Act browser-based via a free mobile website that does not require permanent registration.

https://www.gesetze-im-internet.de/zkg/_38.html

In addition, payment can be enabled by means of a common Internet-based system, whereby the languages German and English must be taken into account in the menu navigation. In this context, at least one variant of Internet-based payment must be enabled free of charge for cashless, non-browser-based payment transactions. § Section 270a of the German Civil Code remains unaffected.

https://www.gesetze-im-internet.de/bgb/_270a.html

Insofar as an operator grants power delivery without consideration, the requirements for authentication and contract-based charging need not be observed. However, it must also be ensured here for all customers that they can locate the respective charging point, view the dynamic occupancy status on a suitable platform and start charging processes. If a direct consideration is charged within the minimum operating period of the charging point, the technical requirements regarding contract-based charging, authentication and roaming from the present funding guideline must be met.

Price details: In order to ensure price transparency for users of charging points, the price for ad hoc charging at the charging facility must be stated. If the price is made up of several components (e.g., start-up fee, labor price, etc.), these must be displayed separately. It is not permissible to display the ad hoc charging conditions exclusively via a smartphone app.

Grid connection and buffer storage: Notification of the planned installation of the charging infrastructure to the distribution grid operator and compliance with the grid connection conditions of the grid operator must be ensured. A combination of grid connection and buffer storage is permissible. The buffer storage must serve to supply charging electric vehicles. When deciding on the connection capacity, it is recommended to consider the future expandability in case of increasing demand by electric vehicle users. If a buffer storage unit is used to reduce the grid connection power, it is recommended to ensure that the grid connection power and storage capacity of the buffer storage unit are sufficiently dimensioned, taking into account the expected future charging volume.

▪ Operation of the charging infrastructure

The grantee shall ensure that the subsidized charging infrastructure is in operation for at least six years (minimum operating period). The operation can also be ensured by third parties. The grantee must be the owner of the funded charging infrastructure for the entire minimum operating period.

▪ Use of electricity from renewable sources

The electricity required for the charging process must come from renewable energies. It can be obtained either via a corresponding electricity supply contract, for which the electricity supplier cancels certificates of origin at the Federal Environment Agency, or from on-site generation (e.g., electricity from photovoltaic systems).

▪ Accessibility

Funding is only possible if the charging infrastructure is publicly accessible within the meaning of the LSV in its currently valid version. If the charging infrastructure is publicly accessible

without time restrictions ("24/7"), the maximum funding amounts apply. If the charging infrastructure is temporally restricted but publicly accessible for at least twelve hours each weekday (Monday to Saturday) ("12/6"), the maximum funding amounts are reduced by half in each case. If accessibility is further restricted (less than "12/6"), funding is excluded.

- Marking

Parking spaces for electric vehicles on subsidized charging infrastructure must be clearly identified as such in the form of a floor marking by the application of a white pictogram (depiction of an electric vehicle in accordance with Section 39 (10) of the Road Traffic Act) with a white, solid border around the parking space.

http://www.gesetze-im-internet.de/stvo_2013/



Only in justified exceptional cases can the ground marking be dispensed with on application if the application of the ground marking is impossible for legal reasons (e.g. in the case of listed areas) or due to the ground conditions on site (e.g. in the case of gravel or grass pavers). The prerequisite for this is then signage with the pictogram shown above. Since March 19, 2021, the marking of the charging point in accordance with Section 14 (6) of the Ordinance on the Implementation of Directive 2014/94/EU and Other Immission Control Legislation of the European Union must be observed. An indication of the compatibility of the electrical connection provided at the charging point and consumer information in accordance with the requirements of DIN EN 17186 October 2019 edition must be affixed. The logo of the funding body must be clearly visible on the charging device itself. A corresponding sticker will be sent with the funding notification.

- Online reporting

The grantee is required to provide online reporting to the National Organization Hydrogen and Fuel Cell Technology GmbH (NOW GmbH) during the six-year minimum operating period of the charging facility. The online reporting includes the notification of the commissioning of the funded charging facilities and the transmission of semi-annual reports. Reporting takes place via the online platform OBELIS (Online Reporting Charging Infrastructure).

<https://obelis.now-gmbh.de/>

8. Process

The phases of your project can be roughly divided into application, project implementation, proof of use and reporting.

8.1. Application

Applications can only be submitted via the federal government's easy-Online funding portal. (<https://foerderportal.bund.de/easyonline/nutzungsbedingungen.jsf?redirectFrom=/easyonline/formularbearbeitung.jsf>) The guide from the Federal Office of Administrative Services can be used for preparing applications via easy-Online. (https://www.bav.bund.de/SharedDocs/Downloads/DE/LIS/Hilfsmittel/LvO_Leitfaden_easyOnline.html?nn=3001542) It should be noted that the applicant is also eligible to apply. Particularly since the information provided at the time of application is a fact relevant to the subsidy, the application must be completed truthfully. Separate applications must be submitted if the charging points are accessible in different ways (24/7 or 12/6). However, the application is not considered complete until the document generated from easy-Online has been received by the Federal Agency for Administrative Services by mail, signed by the authorized representative, along with the following declarations in the original. A deadline of 14 days (receipt by BAV) from submission of the final version in easy-Online applies here.

Specifically, these are the following documents:

- Privacy statement
https://www.bav.bund.de/SharedDocs/Downloads/DE/LIS/Antragstellung/LvO_Erklärung_Datenverarbeitung.pdf?__blob=publicationFile&v=1
Attention: 2 signatures are required here!
- Statement of facts relevant to the subsidy
https://www.bav.bund.de/SharedDocs/Downloads/DE/LIS/Antragstellung/LvO_Erklärung_SubvTat.html?nn=3001542
- Explanation of de minimis aid
https://www.bav.bund.de/SharedDocs/Downloads/DE/LIS/Antragstellung/LvO_Erklärung_de_Minimis_Beihilfen.html?nn=3001542
- Declaration of payment of taxes and duties
https://www.bav.bund.de/SharedDocs/Downloads/DE/LIS/Antragstellung/LvO_Zahlung_Steuern_Abgaben.html?nn=3001542
- Overall financing plan
https://www.bav.bund.de/SharedDocs/Downloads/DE/LIS/Antragstellung/LvO_Gesamtfinanzierung.html?nn=3001542
- Self-declaration of SME status
https://www.bav.bund.de/SharedDocs/Downloads/DE/LIS/Antragstellung/LvO_Erklärung_KMU_Status.html?nn=3001542

After the application has been submitted, a confirmation will not be sent by the Federal Agency for Administrative Services until all documents have been received by post in the original and in due time. Only after receipt of the complete postal application, including all documents, will the Federal Agency for Administrative Services process the application. The order in which the applications received are processed depends on the date of postal receipt.

8.2. Establishment of the LIS

Once you have received your notification of funding, you may start implementing the project. The approval period will be stated in the notification of funding. Starting the project outside this approved period can lead to the exclusion of funding. The conclusion of a supply or service contract is considered to be the start of the project. The charging infrastructure must be in operation by the end of the grant period. Expenditure on work carried out after this time is not eligible for funding. Depending on the funding guidelines and the funding call, the grant period specified therein may be extended in some cases upon request.

The location where your charging infrastructure will be funded will be communicated in the attachment to the grant notice. Depending on the funding guidelines and funding call, this may be an address, a tile number or no location reference. In the event of deviations from the location specified in the notification of award, this must be communicated to the Federal Agency for Administrative Services without delay.

If there are any changes to the notice of approval (notice of allocation) during the implementation of the project, these must be reported to the Federal Agency for Administrative Services immediately by e-mail. In doing so, it will be examined whether and in which form deviations from the condition may be made. Unapproved deviations from requirements may lead to revocation of the notification of award.

If a specific model was already selected when the application was submitted, it does not necessarily have to be installed. In order to demonstrate the cost-effectiveness of procurement and construction, several offers must always be obtained, unless requirements under procurement law must be complied with anyway. This may mean, for example, that a different charging system to the one planned proves to be more economical. However, the Federal Agency for Administrative Services must be contacted before an order or contract is awarded so that the eligibility of the charging facility can be checked.

8.3. Where-used list

The proof of use consists of various documents that serve as proof of compliance with the conditions from the grant notice. The scope and type of documents to be submitted depend on the respective funding guideline and, if applicable, the funding call. It contains all relevant information on the basis of which the grant amount can be paid out. Depending on the funding program, the proof of use is submitted either via profi-Online or by form. Which platform is used to submit the proof of use will be explained in the grant notice. If the submission is made via profi-Online, the application for participation in this procedure will be sent directly with the grant notification. This application must be returned in the original and signed by an authorized person before the proof of use is due. The profi online access can then be activated, ensuring that the proof of use is submitted on time. Once the proof of use has been received electronically via profi-Online, the original signed form generated from it must be sent by post. After electronic submission, the transmitted where-used list form must also be printed out and signed, and then the original must be sent by mail to the Federal Office for Administrative Services.

The self-declarations contained in the notification of grant must also be submitted in the original:

- Declaration(s) green electricity
- Authentication and billing statement
- Order distribution list, if applicable

In addition, the following documents must be submitted. These may also be submitted electronically by e-mail or via the BSCW server.

- case report
- ZMN file
- voucher list
- document justifying payment (e.g. invoices)
- proof of payment (e.g. bank statements)
- OBeLIS message
- photos
- if applicable, proof of economic viability

The BSCW server is used for the exchange of documents between the applicant and the Federal Agency for Administrative Services. Since the transmission of sensitive data via e-mail may be insecure, access to the BSCW server will be established at the latest for the submission of the proof of use. Various templates are also made available via this. Only the auditors of the Federal Agency for Administrative Services and the specially selected users have access to this folder.

The proof of use must generally be submitted one month after the end of the grant period, i.e. on 31.01.2023. In the case of an earlier project completion, the documents can also be submitted earlier. Shortly before the due date, the proof of use will be reminded again by e-mail and all further steps will be explained. Once the proof of use has been submitted, it will be fully checked, which may take several months. The duration of the review depends largely on the completeness of the documents, the scope of the project and the submission deadline. After

the complete review has been completed, the amount of the grant that can be paid out is determined by means of a notice (determination notice). When this notice is issued, it will also be arranged for the determined grant to be transferred to the account specified in the application within the next few days.

8.4. Reporting

Despite the receipt of the grant, various conditions must be fulfilled, which are explained in the grant notice. One of these is that the minimum operating period of six years must be adhered to. Within the six-year minimum operating period, semi-annual reports must be submitted via the OBeLIS portal. OBeLIS is a platform of NOW GmbH for the registration of subsidized charging facilities. The registration itself must take place directly after commissioning of the charging facility.

<https://obelis.now-gmbh.de/>

The semi-annual reports serve to fulfill the requirements of online reporting and are to be submitted via the OBeLIS platform on February 01 and August 01 of each year from commissioning until the end of the minimum operating period. You have already reported the commissioning of the LIS to OBeLIS for the proof of use.

Special cases:

- If it becomes apparent that some requirements cannot (or can no longer) be met, the Federal Agency for Administrative Services must be contacted immediately.
- If the subsidized charging infrastructure has to be taken out of service in the short or long term, contact must also be made immediately. The prerequisite for this is that the minimum operating period has not yet been exceeded.
- One requirement of the funding decision is that the applicant must also be the owner of the charging infrastructure for the entire minimum operating period. A sale of the subsidized charging infrastructure therefore generally constitutes a breach of the condition. If there are compelling reasons to sell, contact must be made immediately.

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