

Rail transport

TEN-T Regulation 1315/2013

- Article 12 - Transport infrastructure requirements

Paragraph 2(d): save in the case of isolated networks, is **fully electrified** as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;

Paragraph 3: At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission in respect of requirements that go beyond the requirements of Directive 2008/57/EC concerning ERTMS and electrification.

Zero emission for other transport modes

HRS for
Railways



Eligible

- HRS supplying railways

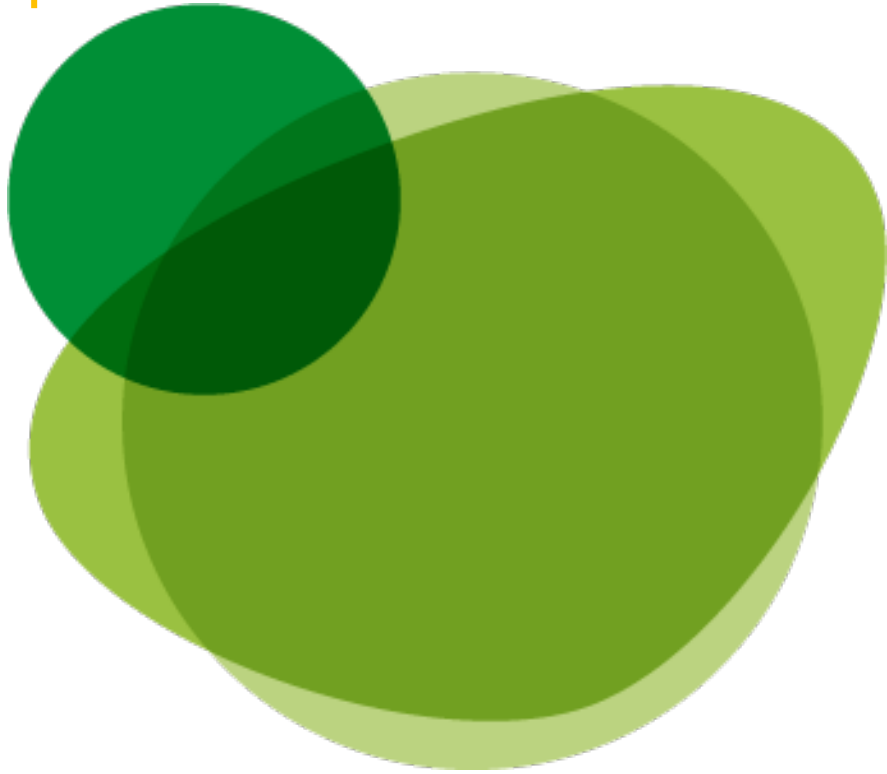
Location

Non-electrified network sections (derogation)

Terminals for shunting locomotives

Isolated network

Q & A



Cofinancing principles

Financial support

Unit Contribution

Electric Charging points			
Min 150 kW		Min 350 kW	
General	Cohesion	General	Cohesion
20.000 €	30.000 €	40.000 €	60.000 €

Maps: TENtec Public Viewer

<http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/maps.html>

Support rate

Electrification 1MW / Hydrogen / Ammonia / Methanol		
General		Cohesion
30%	Outermost Regions 70%	50%

Synergetic element



Eligible

- On-site electricity production RES (solar, etc...)
- On-site hydrogen production from RES (electrolysers)
- On-site electricity storage
- Grid connection



Synergetic
element
up to 20%
of total project
budget

Specific conditions apply to each transport mode

Eligibility matrix

ELIGIBILITY BY TOPIC & LOCATION (amounts in K€ & %)		Topic		Financial Support per location (*) (**)							Synergetic Element				Associated eligible costs					
		Unit Cost	Co-funding rate	TEN-T road network	Safe & Secure Parkings	Urban nodes	TEN-T Airports	TEN-T Maritime ports	TEN-T Inland ports	TEN-T Rail network under specific conditions	Railway Shunting terminals	Grid connection	On-site electricity storage	On-site Electricity production (Solar panels, ...)	On-site Hydrogen production by Electrolyser	Grid connection	Battery charging system	Short Sea Shipping vessels	Port operation vessels	Zero emission transhipment equipment
Electricity	Road: HPC 150kW - LDV (CCS)	x		20-30 K€																
	Road: HPC 150kW - HDV (CCS)	x			20-30 K€															
	Road: HPC 350kW - HDV (CCS)	x		40-60 K€	40-60 K€	40-60 K€														
	Road: HPC 1MW only (MCS)		x	30-50%	30-50%	30-50%					x	x	x							
	Road: HPC 1MW mixed with 350kW/150kW (***)		x	30-50%	30-50%	30-50%					x	x	x							
	Waterborne: OPS IWW & maritime vessels		x					30-50%	30-50%				x		x	x	x			
	Waterborne: OPS for Port operation vessels		x					30-50%	30-50%				x		x	x		x		
	Waterborne: Recharging stations for port services		x					30-50%	30-50%				x		x	x			x	
	Air: Electricity for stationary aircrafts & airships		x				30-50%						x		x	x				
	Air: Electricity for airport ground operations		x				30-50%						x		x	x				
H2 Hydrogen	Road: HRS 1T supply at 700 bar for road LDV/HDV		x	30-50%		30-50%														
	Road: HRS 350/700 bar for Public Transport		x			30-50%														
	Waterborne: HRS for waterborne transport		x					30-50%	30-50%								x	x		x
	Air: HRS supplying airports		x				30-50%										x			
	Railway: HRS for railway transport		x							30-50%	30-50%									
NH3 Ammonia	Waterborne: Shore-based ammonia stations		x					30-50%	30-50%								x	x		
	Waterborne: Bunkering barges/vessels (10,000m ³)		x					30-50%	30-50%								x	x		
CH ₃ OH Methanol	Waterborne: Shore-based methanol stationst		x					30-50%	30-50%								x	x		
	Waterborne: Bunkering barges/vessels (10,000m ³)		x					30-50%	30-50%								x	x		

(*) for HPC, any on eligible sections with a bufer of 3km from the nearest exit of the TEN-T network / For Hydrogen locations a buffer of 10km is accepted
 (**) Minimum applies to the *General Call*, maximum to the *Cohesion Call*. For *outermost regions*, co-funding rate is 70%
 (***) for "mixed" pools the grant for 350kW & /150kW is capped at the maximum provided in the Unit Contribution topic

Timetables and deadlines

