



AFIF Priorities – Part I & II

DG MOVE - Olivier SILLA
Head of Unit, Transport Investment

DG MOVE – Aleksandra KLENKE
Sustainable & Intelligent Transport

DG MOVE - Hugues VAN HONACKER
Ports & Inland Navigation

AFIF Priorities

PART I

AFIF – UNIT COSTS

- Publicly accessible **recharging stations** dedicated
 - To **LDV** with a min power output of **150 kW**.
 - to **HDV** with a min power output of **350 kW**.
- **Grid connection** with a min power capacity of 600kVA.

PART II

AFIF – ZERO EMISSION %

- **Electricity** recharging stations for:
 - public transport;
 - IWW & maritime vessels;
 - port vehicles & equipment;
 - airport ground operations
- **Hydrogen** Refuelling Stations for:
 - LDV and/ or long haul HDV;
 - for public transport;
 - IWW & maritime vessels;
 - port vehicles & equipment;
 - railways

AFIF – LOW EMISSION %

- **LNG** refuelling stations supplying inland waterway and maritime vessels

Priority Part I

AFIF – UNIT CONTRIBUTIONS

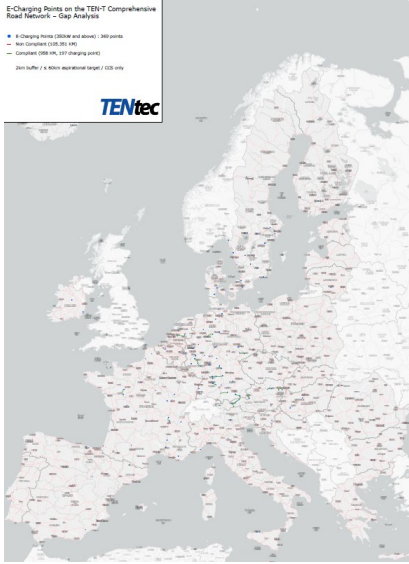
Electric Charging points				Grid connection	
Min 150 kW		Min 350 kW		Grid connection	
Gen Env	Coh Env	Gen Env	Coh Env	Gen Env	Coh Env
20.000 €	30.000 €	40.000 €	60.000 €	20.000 €	30.000 €

1. Publicly accessible recharging stations along the TEN-T road network

Infrastructure dedicated to

- LDV with a minimum power output of 150 kW
- HVD with a minimum power output of 350 kW
- Grid connection with a minimum power capacity of 600kVA.





Green: Non-eligible

Red: Eligible

Locations

- On TEN-T road sections identified in the 2 “eligibility maps”:
150 kW and above (incl. > 350 kW) & 350 kW

https://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/docs/AFIF1_2_150kw_350kw.pdf

- A buffer of 2km driving distance from the TEN-T road network is applicable, calculated from the closest exit.

Simulation: TENtec Public Viewer

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

Update of the maps calendar:

		MAPS	
AFIF – 1	19 January 2022	Version 1 of the MAPs	Published on 15/09/2021
AFIF – 2	07 June 2022		
AFIF – 3	10 November 2022	Version 2 of the MAPs	Published on 08/06/2022
AFIF – 4	13 April 2023		
AFIF – 5	19 September 2023	Version 3 of the MAPs	Published on 14/04/2023

Tutorial

<https://www.youtube.com/watch?v=yWljbUR-Pr4>

AFIF – UNIT CONTRIBUTIONS

2. Publicly accessible recharging stations on Safe and secure parkings along the TEN-T road network



Infrastructure dedicated to

- HDV with a minimum power output of 150 kW
- Grid connection with a minimum power capacity of 600kVA.

Locations

- Safe and secure parking areas on the road Core network and its nodes,
- or on the road Comprehensive network if they primarily serve users of the road Core network, for trucks and commercial vehicles.

3. Publicly accessible recharging stations in urban nodes



Infrastructure dedicated to

- HVD with a minimum power output of 350 kW
- Grid connection with a minimum power capacity of 600kVA.

Locations

- Urban nodes, listed in Annex II.2 of the TEN-T Regulation

Specific additional requirements for publicly accessible electricity recharging points

- All supported recharging points must be **digitally-connected**.
- For the EV to recharging **point communications**, recharging point to CPO back-end communications, roaming communications and communications with distributed energy resources and the grid, communication standards and protocols that are widely used, open and non-proprietary, and supported in the European Union shall be applied for interoperability purposes.
- It shall be ensured that, when **automatic authentication** is offered at a recharging point, end users always have the right not to make use of the automatic authentication and are informed accordingly.
- only one or a combination of the following price components has to be applied, and clearly displayed, for ad hoc recharging sessions, namely **price per session, price per minute or price per kWh**.

Priority Part II

AFIF – ZERO EMISSION %

ELEC		H2	
Gen Env	Coh Env	Gen Env	Coh Env
30%	50%	30%	50%

AFIF – LOW EMISSION %

LNG	
Gen Env	Coh Env
10%	20%

ELECTRICITY



1. Recharging stations supplying public transport in TEN-T Urban Nodes

Infrastructure

- Recharging points in bus depots.
- Opportunity-based charging devices.
- Related energy storage facilities.

Locations

- Urban nodes, listed in Annex II.2 of the TEN-T Regulation



AFIF – ZERO EMISSION %

2. Electrification of airport ground operations

Infrastructure

- Electricity supply to stationary aircrafts.
- Electric supply facilities for ground operation vehicles (excluding vehicles).

Location

- In TEN-T airports as defined in Annex II.2 of the TEN-T Regulation





3. Recharging stations supplying inland waterway and maritime vessels

Infrastructure

- On-shore Power Systems (OPS).
- Related necessary grid connection.
- Including zero-emission electric inland and short sea shipping vessels if it is demonstrated that an initial number of vessels is needed to kick-start the use of the supported recharging infrastructure.

Location

- In TEN-T inland waterway and maritime ports areas

4. Recharging stations supplying port vehicles and equipment

Infrastructure

- Used for the performance of port services and operations.
- Including port vehicles and equipment.

Location

- In TEN-T inland waterway and maritime ports areas

As regards port vehicles and equipment the following conditions apply:

- only for fitting or retrofitting the main propulsion system (zero-emission);
- the eligible cost shall be limited to the difference in costs between a fossil-fuel vehicle/equipment and the zero-emission vehicle/equipment as regards the propulsion system, to be duly evidenced by the applicant.



As regards the inland waterway and maritime vessels the following conditions apply

- only for fitting or retrofitting the main propulsion system (zero-emission);
- if for passenger transport, only for inland vessels longer than 20m with more than 12 passenger capacity;
- the eligible cost shall be limited to the difference in costs between a fossil-fuel vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant;
- the deployment of electric powered vessels for waterborne transport can be for use in private fleets of ships and vessels, excluding cruises and Exclusive Day trip tourism vessels, on the condition that the vessels are operating under the law of a Member State of the EU and serving EU passenger and cargo destinations and/or other EU services (e.g. tugboat) predominantly for at least 5 years from the date they are put in operation.

HYDROGEN

H₂

1. Publicly accessible HRS for LDV and/ or long haul HDV

Infrastructure

- HRS supplying liquid or gaseous hydrogen at pressure of 700 bar, or at a pressure of 350 bar and 700 bar; supply may be limited to 350 bar only in cases of locations serving mostly captive fleets accepting only 350 bar pressure.

Location

- On TEN-T road network with an additional buffer distance (driving distance) of 10 km.
- Urban nodes, listed in Annex II.2 of the TEN-T Regulation



AFIF – ZERO EMISSION %

2. HRS for public transport



Infrastructure

- HRS supplying liquid or gaseous hydrogen at pressure of 700 bar, or at a pressure of 350 bar and 700 bar; supply may be limited to 350 bar only in cases of bus depots and other locations serving mostly captive fleets accepting only 350 bar pressure.

Location

- On TEN-T road network with an additional buffer distance (driving distance) of 10 km for light-duty vehicles and/ or long haul heavy-duty vehicles.
- Urban nodes, listed in Annex II.2 of the TEN-T Regulation



3. Refuelling stations supplying railways

- on sections of the TEN-T rail network for which a derogation from the electrification requirement has been granted in line with Article 12(3) or 39(3) of the TEN-T Regulation;
- on isolated networks as defined in Article 3 (u) of the TEN-T Regulation;
- in terminals for refuelling shunting locomotives

4. Refuelling facilities supplying port vehicles and equipment



Infrastructure

- Used for the performance of port services and operations.
- Including port vehicles and equipment.

Location

- In TEN-T inland waterway and maritime ports areas.

As regards port vehicles and equipment, the following conditions apply:

- only for fitting or retrofitting the main propulsion system (zero-emission);
- the eligible cost shall be limited to the difference in costs between a fossil-fuel vehicle/equipment and the zero-emission vehicle/equipment as regards the propulsion system, to be duly evidenced by the applicant.

AFIF – ZERO EMISSION %

5. HRS supplying inland waterway and maritime vessels

Infrastructure

- HRS supplying liquid or gaseous hydrogen at pressure of 350 bar and/or 700 bar.
- Including inland and short sea shipping vessels propelled by hydrogen or hydrogen carrier fuels (e.g. ammonia) if it is demonstrated that an initial number of vessels is needed to kick-start the use of the supported refueling infrastructure.

Location

- In TEN-T inland waterway and maritime ports areas.



As regards the inland waterway and maritime vessels the following conditions apply:

- only for fitting or retrofitting the main propulsion system;
- if for passenger transport, only for inland vessels longer than 20m with more than 12 passenger capacity;
- the eligible cost shall be limited to the difference in costs between a fossil-fuel vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant;
- the deployment of hydrogen/fuel-cell powered vessels for waterborne transport can be for use in private fleets of ships and vessels, excluding cruises and Exclusive Day trip tourism vessels, on the condition that the vessels are operating under the law of a Member State of the EU and serving EU passenger and cargo destinations and/or other EU services (e.g. tugboat) predominantly for at least 5 years from the date they are put in operation;
- additionally to the pure hydrogen supply formats, for maritime applications, hydrogen carrier fuels (e.g. ammonia) are admitted.



1. Refueling stations supplying inland waterway and maritime vessels

Infrastructure

- Supplying infrastructure for TEN-T maritime and inland vessels on TEN-T inland waterway and maritime ports.
- Including storage facilities for transport sector only.
- Including bunkering vessels.

Location

- In TEN-T inland waterway and maritime ports areas.

LNG refueling infrastructure is supported only as a transitional solution and priority will be given to actions demonstrating a progressive uptake of bio-LNG.

Duration of the Actions

- **Non limitation** as regards the duration of the Action as such BUT the Action shall end **at the latest, 3 years after the cut off date.**
- **No extension** will be possible for projects funded with **unit contributions.**

Horizontal requirements for all alternative fuels infrastructure

- **If required for the viability** of the deployment of transport related zero-emission recharging and refuelling infrastructure, the following activities are eligible:
 - **related energy storage facilities;**
 - **deployment of electrolysers based on Renewable Energy Sources (RES)** for electricity supply and a sustainable use of water resources for the production of green hydrogen for the purpose of transport. This may be considered as a synergetic element under the conditions specified in Section 10.6 of the Work programme.
- The beneficiary shall **operate and maintain** the supported recharging/refuelling points for a **minimum period of 5 years**, starting from the end date of the related grant agreement.

(only for Priority Part II)

Synergetic elements

- **Energy or digital investments** (beyond what is covered in the calls) are eligible within a limit of 20% of the eligible costs and provided they improve the socio-economic, climate or environmental benefits of the project.
- Example: on-site renewable energy generation

Mitigation measures

- Activities relating to the mitigation of **environmental impact** and the **preservation of biodiversity** are eligible
- Examples: reforestation, ecoducts, noise protection barriers...

Horizontal requirements for all publicly accessible recharging and hydrogen refuelling points for road transport

The attention of the applicants is drawn to the fact that the GA will include the following requirements:

- *publicly accessible on a 24/7 basis*
- *appropriate signposting*
- *can be used by people with reduced mobility.*
- *24/7 phone assistance*
- *recharge/refuel on an ad hoc basis (no prior registration or commercial agreement).*
- *accept electronic payments – reasonable prices charged*
- *static and dynamic data in a digital format and accessible through the National Access Points at no cost*

Not eligible - indicative list of activities that cannot be funded

- costs related to vehicles or vessels except in the case of inland waterway and short sea shipping as mentioned above;
- costs related to land acquisition, renting/leasing of facilities, permits and indirect costs, such as staffing and administrative costs;
- OPEX
- upgrade of existing electric recharging infrastructure;
- hydrogen production facilities based on Steam Methane Reforming;
- hydrogen production facilities mainly used for other purpose than transport.

Additional funding ?



Check



Does the national scheme allow you to cumulate subsidies?



CEF can be cumulated with national / regional subsidies (including from RRF)



Is your project exempted from state aid notification?

Check



Does your project:

- i. fall under the scope of GBER (e.g. renewable H2 refuelling stations, etc.);
- ii. is below the thresholds set in GBER Article 4
- iii. meet the GBER conditions (e.g. in Articles 36 / 36a / 56b / 56c)



Art 8 GBER: When combining State aid with centrally managed EU funds you should always take the most favourable funding rate as a maximum funding rate