



Policy context, objectives & features of AFIF

Malta Business Breakfast
Funding opportunities



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Policy Officer

Unit for Transport investment, DG MOVE

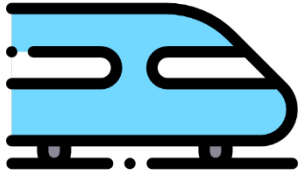
EU policy objectives - Transport



CEF policy objectives

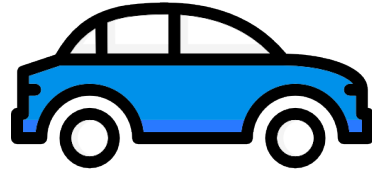
- Contribute to:
 - **Green Deal**
 - **Sustainable and Smart Mobility Strategy**
 - **TEN-T network**
- **At least 60% of the financial envelope will be dedicated to the Union's climate targets**

Fuels & Modes



Rail

- ✓ already electrified
- ✓ Focus on **renewable electricity**
- ✓ **Hybrid systems** (battery or hydrogen fuel cell)



Road

- ✓ Supply for zero-emission **electric powertrains** (cars, vans and buses, trucks)
- ✓ Supply for **Hydrogen**
- ✓ Other sustainable **alternative fuels** as pushed by RED (e.g. biofuels, synthetic fuels)



Maritime

- ✓ Push for **on-shore power supply** in ports
- ✓ **LNG** remains for deep-sea shipping as a transition
- ✓ Zero-emission ocean going ships by 2030 & IWW can be earlier



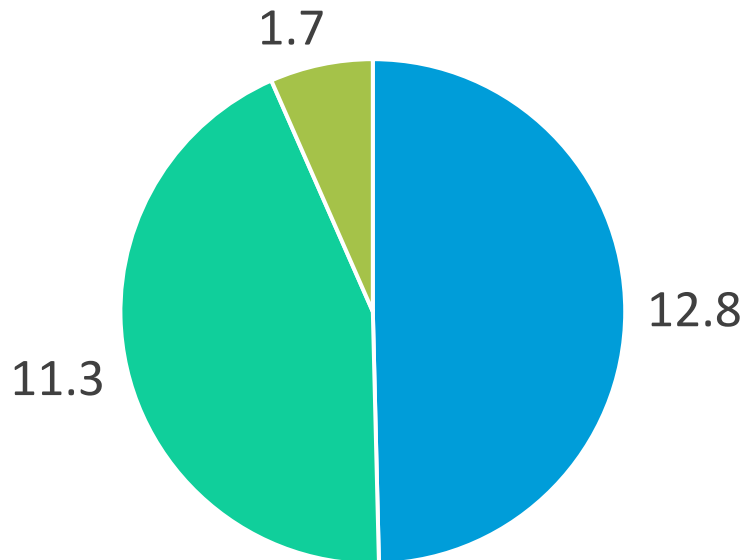
Aviation

- ✓ **Advanced biofuels** and **e-fuels**
- ✓ Large-scale zero-emission aircraft by 2035



CEF 21-27

Budget: € 25,8 billion



■ General envelope ■ Cohesion envelope

■ MilMob envelope

- Contribute to the objectives of the **Green Deal** and the **Sustainable and Smart Mobility Strategy**
- At least **60%** of the financial envelope will be dedicated to the **Union's climate targets**
- Contribute to the development of the **TEN-T**, including adaptation of parts of it for the civilian-defence dual use
- **Frontloading** of over **70%** of the CEF budget for the first 3 years:
 - **3 calls for proposals of € 5.5 billion** each in 2021, 2022 and 2023
 - A 3-year rolling call for the **Alternative Fuel Infrastructure Facility of € 1.5 billion**

AFIF – Why blending & IPs?

- **Why combining Grant & Financing?**

Transitioning away from traditional grant-based instruments for projects which still need a grant support because of **limited financial viability**, but have the **potential to attract market-based financing** in a near future.

- **Why cooperating with IP?**

There is an alignment of interest & Guidance and advisory at national level in national language.

- **Must the IP be pillar assessed?**

No, since the CEF grant are directly managed by the European Commission and CINEA. The cooperation is meant to be a win-win situation.

Implementing partners

- European Investment Bank – EIB
- Slovenska Izvozna In Razvojna Banka, D.D.- SID
- Hungarian Development Bank Private Limited Company - MFB
- Instituto de Crédito Oficial, ICO
- Caisse des dépôts et consignations - CDC
- Bank Gospodarstwa Krajowego - BGK
- Finnvera Plc.
- PMV...

And more to come: EBRD, CDP, SEK, HBOR, etc.

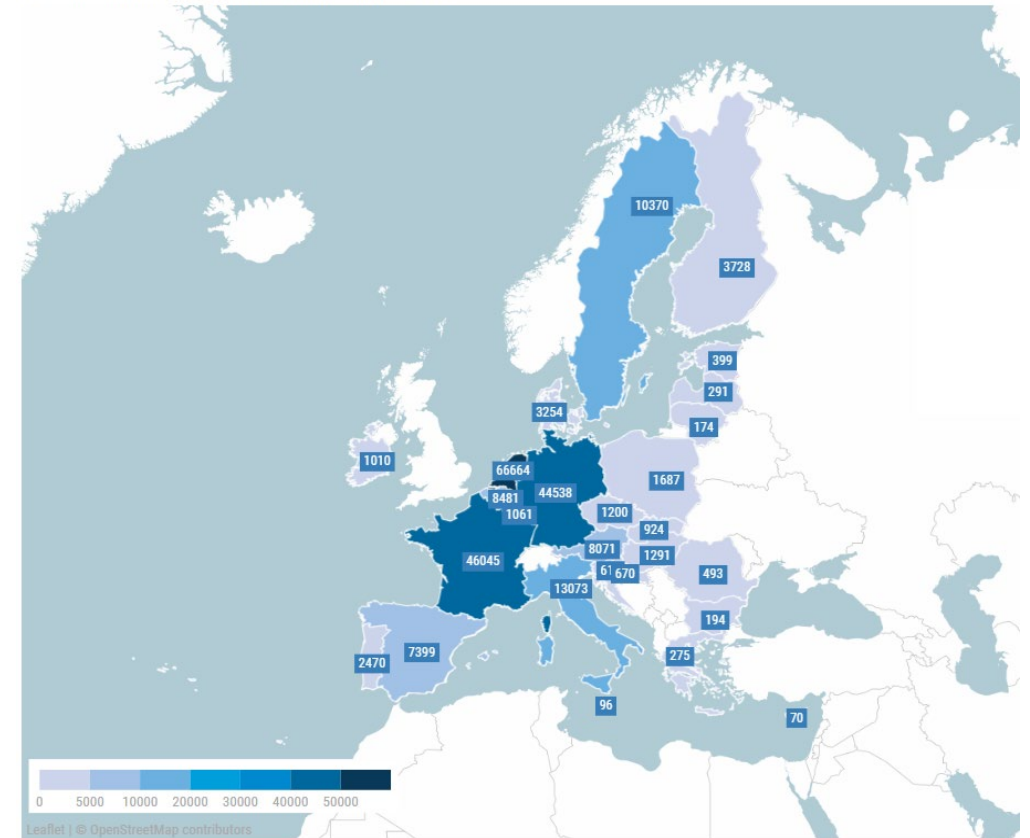
Contacts available here [IPs list](#)



Alternative Fuels Infrastructure in Europe - Lack of coherence

- More than 70% of all recharging points located in three Member States
- Around 700,000 recharging points risk to be missing by 2030 in 17 Member States

EU Normal + High-Power Public Recharging Points (1-1-2021)



AFIR - Mandatory targets road

Electricity Recharging LDV

Fleet based target, expressed in power installed (kW) per registered BEV – 1kW and PHEV – 0,66 kW

Distance based target along TEN-T core and comprehensive network (maximum distance and power)

Electricity Recharging HDV

Distance based target along TEN-T core and comprehensive network (maximum distance and power)

Safe and Secure parkings (overnight recharging)

Urban nodes (in particular for urban delivery)

Hydrogen Refuelling, HDV /LDV

Distance based target along TEN-T core and comprehensive network (maximum distance and capacity)

Urban nodes (in particular for urban delivery)



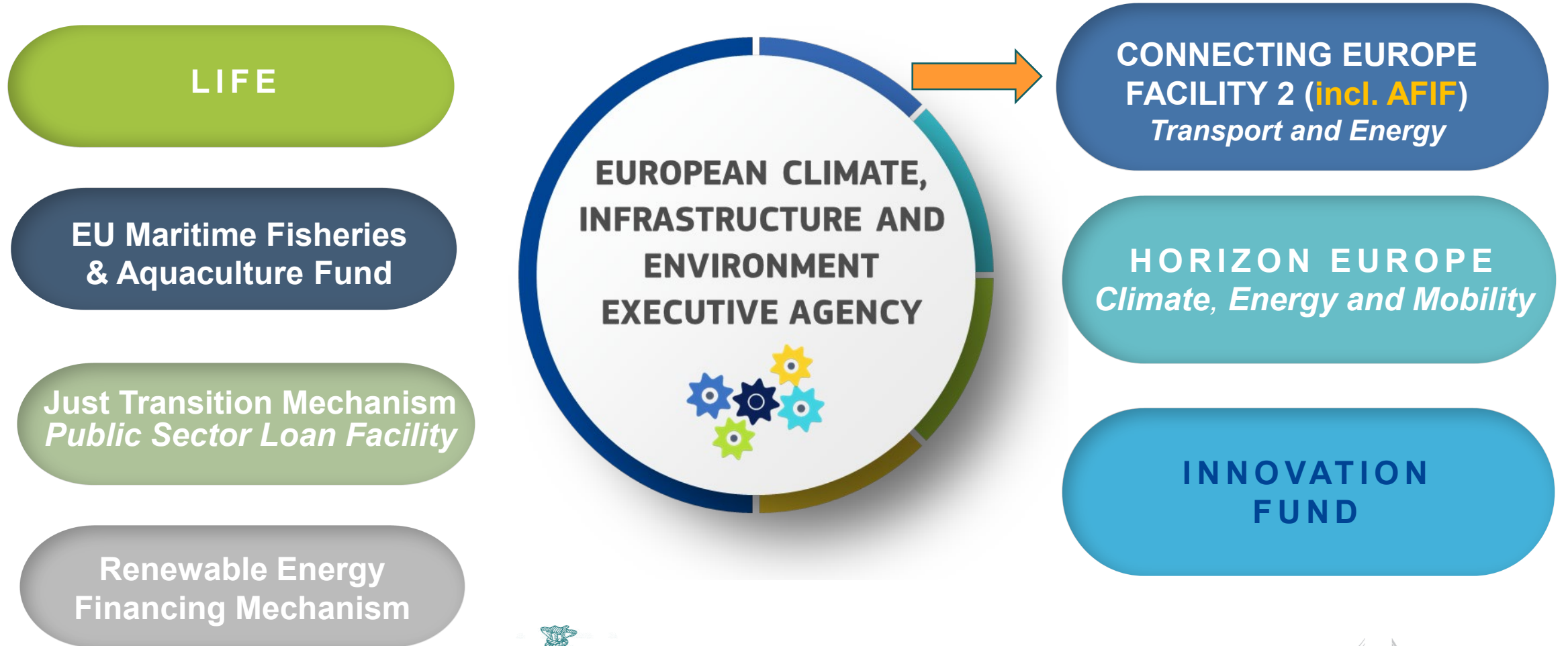
Connecting Europe Facility AFIF

Malta Business Breakfast
Funding opportunities



Richard FERRER
Head of Alternative Fuels Sector, CINEA

CINEA contribution to the EU Green Deal



 €55 Bn

 500 staff



Alternative Fuels Infrastructure Facility (AFIF)



AFIF call priorities

The icon for Zero Emissions consists of a small dark green circle overlapping a larger, lighter green circle.

Zero Emissions

- *Electricity recharging infrastructure (unit contributions)*
- **Electricity & Hydrogen infrastructure (co-funding rate)**

The icon for Low Emissions consists of a dark green circle overlapping a teal circle, which in turn overlaps a light green circle.

Low Emissions

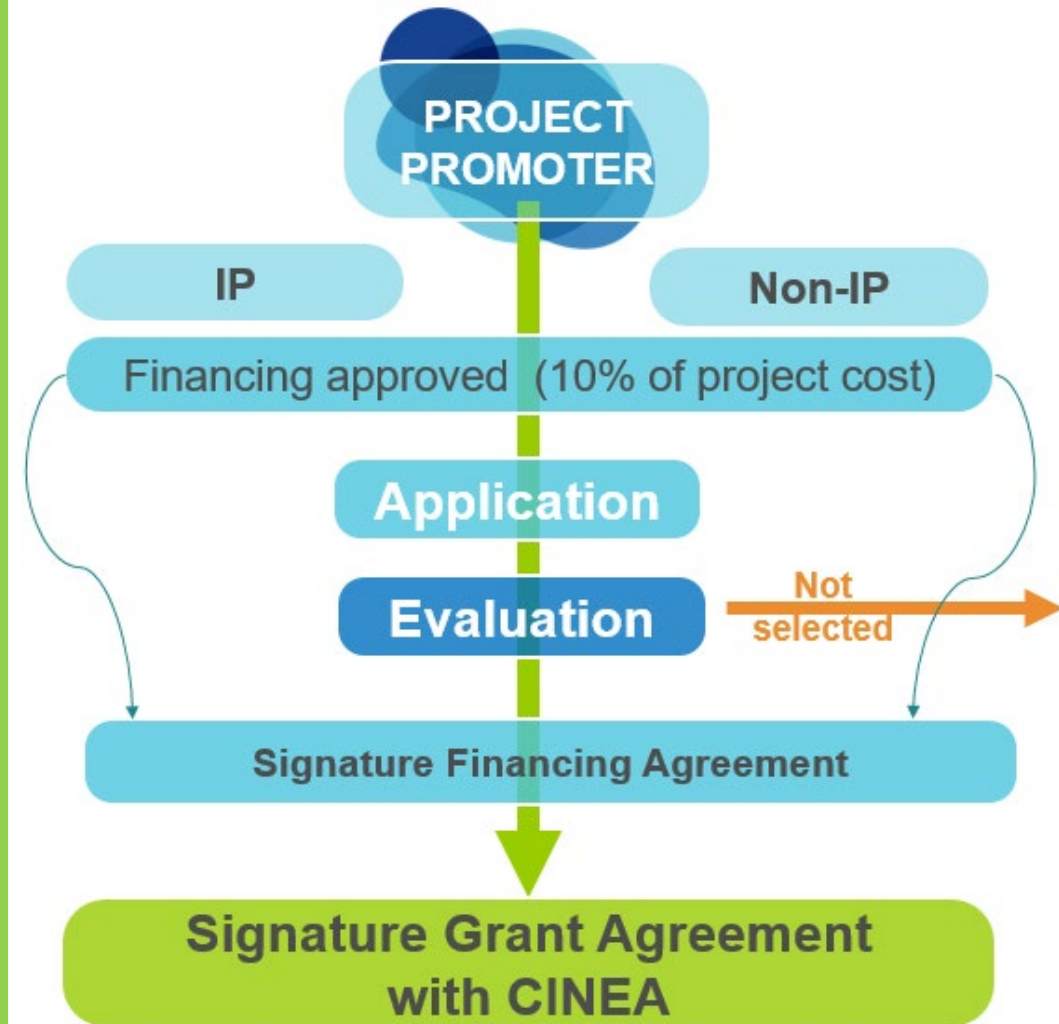
- **LNG refuelling infrastructure (co-funding rate)**

AFIF Budget

General Envelope (M€)	Cohesion Envelope (M€)	Total (M€)
1.200	375	1.575
+760m	+250m	+1010m

Implementing Partners (EIB, National promotional banks)

Commercial Banks established in EU





Unit Contribution



Unit Contribution Topic: Publicly accessible recharging stations



TEN-T network

Eligible

- LDV => 150 kW
- HVD => 350 kW
- Grid connection: => 600kVA

Location

- Along the TEN-T road network

Safe & Secure Parkings

Eligible

- HDV => 150 kW
- Grid connection => 600kVA

Location

- SSP on Core network / nodes
- On Comprehensive network serving Core network

Urban nodes

Eligible

- HVD => 350 kW
- Grid connection => 600kVA

Location

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

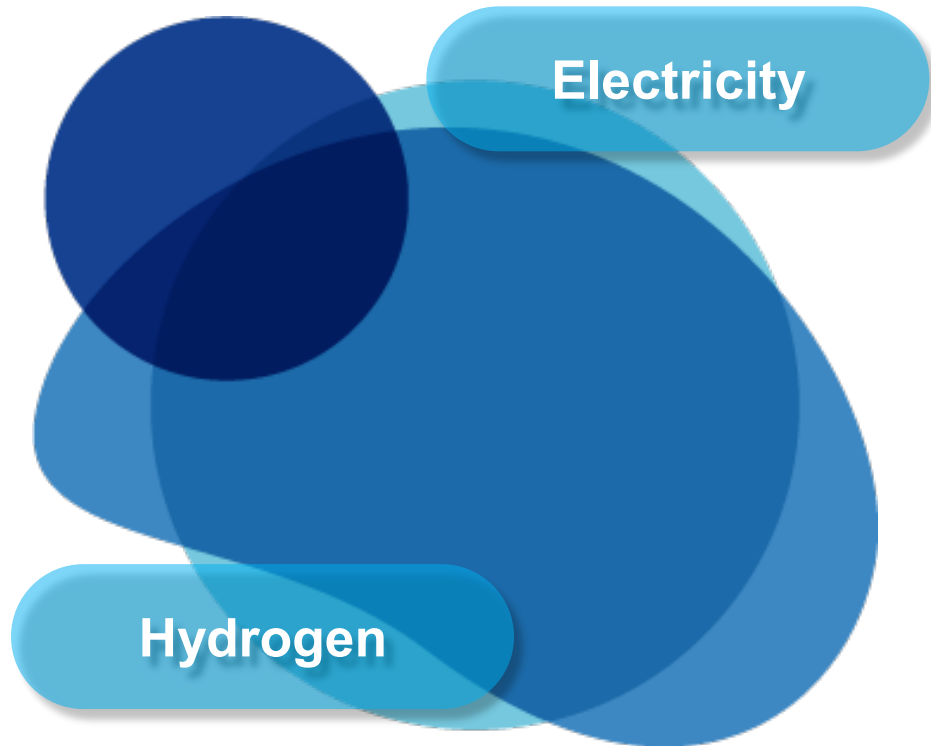
Unit Contribution Financial support

Electrification

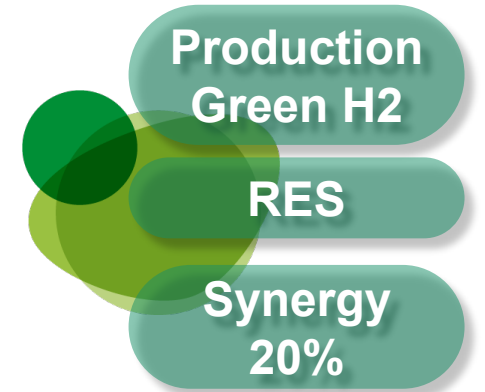
Electric Charging points				Grid connection	
Min 150 kW		Min 350 kW		Grid connection	
General	Cohesion	General	Cohesion	General	Cohesion
20.000 €	30.000 €	40.000 €	60.000 €	20.000 €	30.000 €

MAP: TENtec Public Viewer

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



Zero emission transport



Zero emission for inland & maritime ports



Electricity

Recharging stations for inland waterway and maritime vessels

Eligible

- On-shore Power Systems (OPS)
- Related grid connection
- Port vehicles and equipment
- Electric vessels (kick start, diff. of cost, new & retrofit,)

Location

- In TEN-T inland waterway and maritime ports areas

Hydrogen

Hydrogen Refueling Stations for IWW & maritime vessels

Eligible

- HRS at 350 bar and/or 700 bar
- Port vehicles and equipment
- hydrogen or hydrogen carrier fuels (e.g. ammonia) propelled vessels

Location

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

Specific conditions for vessels

- **fitting** or **retrofitting** the **main propulsion** system
- **difference in costs** fossil-fuel vessel Vs zero-emission (propulsion)
- **public or private fleets**, excluding cruises & day trip tourism vessels
- operating under an EU **Member State law**
- **Operating** for at least **5 years** from the date of operation

Zero emission for road public transport



Electricity

Recharging stations

Eligible

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

Location

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

Hydrogen

Hydrogen Refueling Stations (HRS)

Eligible

- HRS at 700 bar, or 350 & 700
- HRS at 350 bar only for captive fleets

Location

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

Zero emission for other transport modes

HRS for LVD/HDV

H2



Eligible

- HRS => 350/700 bar, or 350 & 700
- HRS supplying hydrogen at 380 bar only for captive fleets

Location

- TEN-T network +/-10 km.
- TEN-T urban nodes

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Airport Ground Operations



Eligible

- 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

HRS for Railways

H2

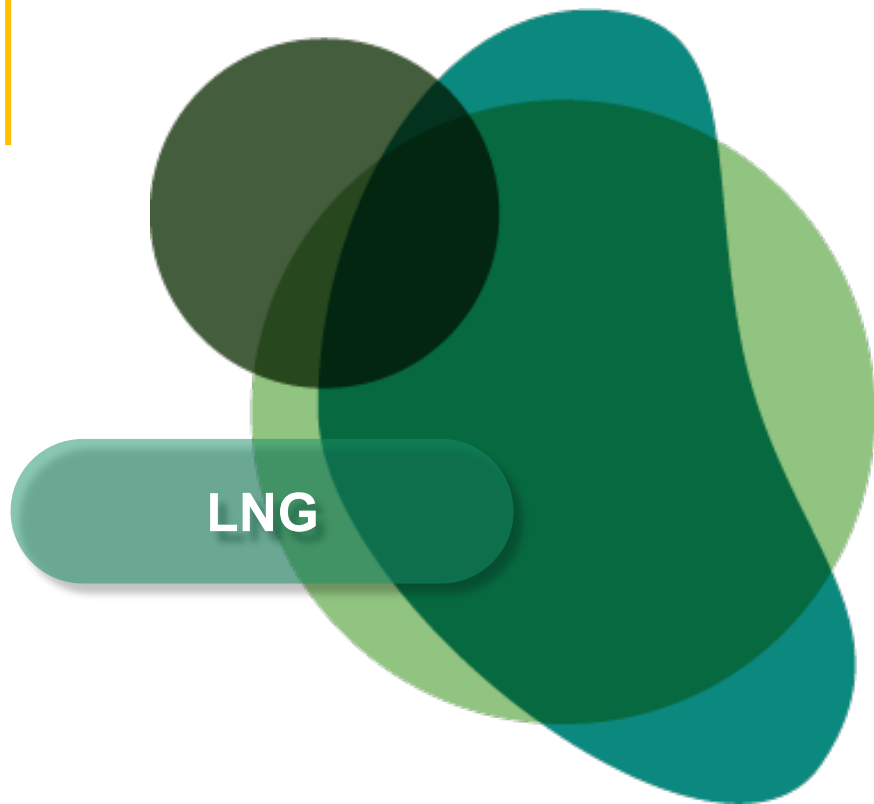


Eligible

- HRS supplying railways

Location

- Sections of network with derogation from electrification requirement
- on isolated networks
- **terminals for refuelling shunting locomotives**



Low emission transport

*Supported only as a **transitional solution***

*Priority will be given to actions demonstrating uptake of **bio-LNG***

Low emission for inland & maritime ports



LNG

Refueling stations supplying inland waterway and maritime vessels

Eligible

- LNG infrastructure
- Storage facilities (for transport sector only)
- Bunkering vessels

Location

- In TEN-T inland waterway and maritime ports areas

Not eligible

- **land** acquisition, renting/leasing of facilities
- **Permits**, staff cost, administrative costs, indirect costs
- **OPEX**
- **upgrade** of existing electric **recharging infrastructure**
- hydrogen production facilities
 - based on **Steam Methane Reforming**
 - Not using RES
 - mainly used for **other purpose than transport**

Co-funding rates

Zero emissions

Hydrogen		Electrification	
Gen Env	Coh Env	Gen Env	Coh Env
30%	50%	30%	50%

Low emissions

LNG	
Gen Env	Coh Env
10%	20%



CEF

Maritime Priority Multimodal Logistic Platforms & (Rail-Road Terminals)



Maritime priorities in CEF

Works / Studies / Mixed

zero or low
emission
solutions

Facilitation of **port access**

- breakwaters, access channels, locks and navigational aids, ...
- Year-around navigability => capital dredging
- IWW / rail / road access & connections within maritime port

Basic **port infrastructure**

- Turning basins, quay walls, berths, jetties,...
- **Shore-Side Electricity / OPS (incl. cruise ships)**
- **Upgrade of electrical grid (for SSE)**
- Ports capacities & facilities for offshore wind farms
- Port reception facilities for oil & waste from ships
- Connectivity with insular/outermost regions
- **Renewable energy generation for OPS or infra.**
- **Resilience to Climate Change**

Location

Core or Comprehensive maritime port

Multimodal Logistic Platforms & RRT

- Construction & upgrade of **terminal infrastructure**
- Connecting or siding tracks and adaptations for **740 m train length**
- **Truck waiting areas**
- **zero-emission transshipment equipment** (electricity, hydrogen) for any types of load units, including electricity charging points
- **Upgrade of grid connections** to power electrified equipment
- **Fixed equipment** in the terminal, such as clean gantry crane
- **Equipment for rolling motorways** & transportation of semi-trailers by rail
- **Digitalization, automation, ICT equipment, ITS**

Co-funding rates

CEF Maritime Cluster

OPS & basic port infra.	
General	Cohesion
30 - 50%	85%

OPS included in infrastructure project

Higher competition



Maximise your chances

AFIF

OPS	
General	Cohesion
30%	50%

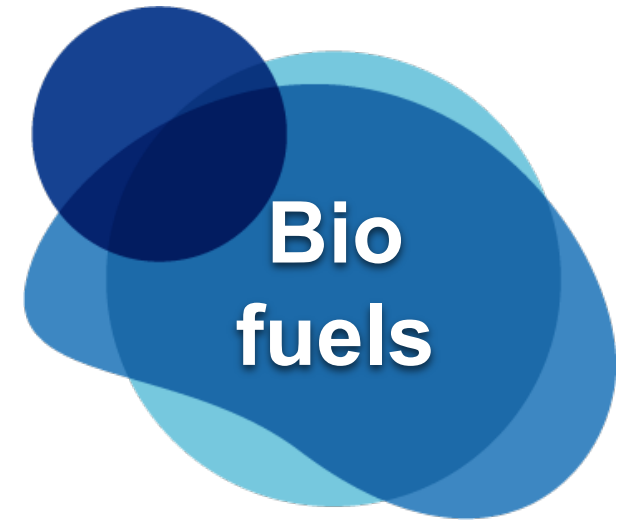
OPS as Stand alone project

Lower competition

Evaluation process



Award criteria



Timetables and deadlines

Project duration
36 months



Deadline for
submission

1st cut-off



19 January
2022



May 2022

Q3 - 2022

2nd cut-off

7 June
2022



October 2022

Q1- 2023

3rd cut-off

10 November
2022



March 2023

Q2 - 2023

4th cut-off

**13
April
2023**

July 2023

Q4 - 2023

5th cut-off

**7
November
2023**

January 2024

Q2 - 2024

New
date

European Climate, Infrastructure and Environment Executive Agency

All details on e-Grant submission available on slides and video recording of CEF Transport Info Day

cinea.ec.europa.eu/events/2021-cef-transport-call-info-day_en



cinea.ec.europa.eu/



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