

2019 CEF TRANSPORT BLENDING FACILITY

FREQUENTLY ASKED QUESTIONS – Alternative Fuels

Last update – 23 November 2020

(new or updated questions in blue)

1. How exactly to comply with condition to communicate dynamic data on occupation of the dispensers CNG/LNG? An app is in place offering daily updated information about whether a station is under maintenance or has a disruption. Do we need anything in addition?

As specified in the work programme, Actions need to ensure that data generated by the Actions are accessible through National Access Points, or common Access Points, for users for reuse of data for providing services, following requirements of delegated Commission Regulation (EU) No 962/2015. In the Member States where National Access Points, or Common Access Points are not yet operational, applicants must specify this in their application and explicitly commit to ensure that accessibility of static and dynamic data generated by the Action will be provided as soon as the National Access Point, or Common Access Points becomes operational.

An app that offers daily updated information to consumers could be an add-on to the National or Common Access Points but is insufficient in itself to comply with the above requirements on data provision provided for in the work programme.

2. Data generated by the Action is accessible through National or Common Access Points for users for re-use of data. Which are the preferred access points for LNG / CNG data from multiple Member States? How often should such data be offered? Only static or also dynamic data to be provided?

As noted in the work programme, static and dynamic data generated by the action should be made accessible through the respective National Access Point of all Member States concerned, or - in case of joined-up National Access Points - through Common Access Points in accordance with the respective provisions establishing that Access Point and other relevant provisions. This includes for natural gas the provision of data on the number of refuelling points and also the amount of natural gas distributed, distinguishing between fossil and bio- natural gas.

Moreover, as specified in the Work Programme, for all recharging and refuelling infrastructure for vehicles, Actions should ensure that data are in the format of Datex II (CEN/TS 16157) or upgrades of that standard and cover the following elements:

- Static data: location, GNSS coordinates, address (street name, zip code, city), list of available charge-solutions (Power, Modes), list of available connectors (plugs, sockets, induction plate, battery swapping), opening hours, identification and payment methods, contact info for owner/operator, full e-mobility code of the charging point (for electric mobility)
- Dynamic data (note: this requires charging points to be digitally connected to a central system): real-time availability (if the station is operational/ non-operational) and occupation status (free, occupied), price for ad-hoc charging and energy source.

3. Are Shore Side Electricity projects eligible for funding?

Yes, Shore Side Electricity projects are eligible for funding.

4. LNG is only targeting at Heavy Duty Vehicles at these stations. Truck drivers never use credit cards but are used to using Fleet cards. LNG refuelling process requires training and safety procedures for the drivers. With the Fleet cards, the operator can control who uses his stations and checks if the drivers are trained. Do such LNG stations comply with the specific conditions for infrastructure?

Yes, there is no legal obligation to provide credit card payment solutions at LNG refuelling stations, nor is this required in the work programme. However, the available payment methods must be specified in the application, including a justification for their choice. Access requirements such as Fleet cards must be applied in a non-discriminatory way such that infrastructure remains publicly accessible.

5. Relating to Article 4(9) of directive 2014/94 : In the Eligibility Checklist for Alternative Fuels, it states that 'EV users should be able to recharge on an ad hoc basis without entering into a contract with the electricity supplier or operator concerned.' At the same time, the promoter must confirm that the EV user does not need to identify or register himself in any way. On an ad hoc basis, payment would most likely be done by bank/credit card or mobile phone, which could leave a trace that makes it possible to identify the EV user. Is this permitted?

The requirement that an EV user does not need to identify or register himself in any way is intended to preclude

the situation where an EV user needs to fill in an online form or download a specific application provided by the charging point operator or an affiliated organisation, where he needs to identify himself directly to the charging point operator or its affiliate. Payment via bank/credit card or third party payment services application (e.g. iWallet or an application provided by their bank), where identification is only indirect and the user does not need to register beforehand, is therefore permitted.

6. One of the criteria for prioritisation of the Action is that the investments address specific needs or fill specific gaps in the existing TEN-T core network. For projects located in urban areas, the prioritisation involves being located in TEN-T Urban Nodes and involve the integration of publicly accessible recharging or refuelling infrastructure into multi-modal hubs. Could you (i) provide guidance on the benchmark or assessment method to be used to demonstrate the fulfilment of the specific needs or specific gaps and (ii) the methodology to determine the required integration of recharging/refuelling infrastructure.

On (i): In its application, the applicant must provide a reasonable explanation of the manner in which the proposed Action will address specific needs or fill specific gaps in the existing TEN-T core network. In this respect, the applicant should either clearly demonstrate how the proposed Action will help to equip the network with alternative fuels infrastructure coverage where none currently exists, or how the proposed Action will help to address (expected) additional demand in areas where existing infrastructure is reaching full saturation.

On (ii): In its application, the applicant must provide a reasonable explanation of the manner in which the proposed Action, located in one or more TEN-T Urban Nodes, will contribute to the integration of publicly accessible recharging or refuelling infrastructure into multi-modal hubs. Multi-modal hubs should be understood to mean interchange points for passengers or freight where passengers or freight, or both, are able to change from one mode of transport to another.

7. In the Appendix C of the work programme , it states that one of the specific criteria to prioritise the proposed investments is that they support the deployment of low-carbon emission (at tailpipe) in vehicles, railway vehicles, and/or IWW or maritime vessels and/or infrastructure. What kind of 'low-carbon emission (at tailpipe)' vehicles will be prioritised?

The type of zero and low-carbon emission (at tailpipe) vehicles supported as per priority are explicitly listed in the work programme: battery-electric, fuel-cell, hydrogen, plug-in hybrid.

8. How to confirm low-carbon emission at tailpipe for projects involving vehicles such as buses and heavy duty trucks, given that during the period of implementation of the Blending Facility there will be no reference values available (Regulation (EU) 2019/1242 is not yet into force)?

The work programme lists the technologies that are considered zero- and low-emission, without the need for specific measurement of the emissions of individual vehicles/vessels. These are hydrogen fuel cell, battery electric and plug-in hybrid vehicles and vessels, and hydrogen trains. Hydrogen fuel cells and battery-electric vehicles are zero-emission at tailpipe; there is no need to measure this. Plug-in hybrids are considered to be low-emission in the context of the work programme governing the CEF Transport Blending Facility.

9. In the Appendix C of the work programme, it is stated that one of the specific criteria to prioritise the proposed investments is that they support the deployment of low-carbon emission (at tailpipe) in vehicles, railway vehicles, and/or IWW or maritime vessels and/or infrastructure.

a) What kind of 'low-carbon emission (at tailpipe)' vehicles will be prioritised for land transport?

The type of zero and low-carbon emission (at tailpipe) vehicles supported as priorities on land transport are explicitly listed in the work programme: battery-electric, fuel-cell, hydrogen, plug-in hybrid.

b) What kind of 'low-carbon emission (at tailpipe)' vessels will be prioritised for waterborne transport?

Priorities include a broader range of alternatives fuels / propulsion methods (including electricity, hybrid solutions, hydrogen, LNG) in inland waterways transport and maritime transport, depending on the intended use of the vessel and the maturity of available technologies in these modes.

10. Are trolleys using Hydrogen Fuel Cells eligible mobile assets?

Yes, both the vehicles and the dedicated supply infrastructure are eligible.

11. Are the infrastructure and mobile assets for renewable gas eligible?

Yes. The refuelling infrastructure and rolling stock are the same irrespective of the origin (renewable or not) of the alternative fuel (e.g. a CNG filling station or vehicle can be used with both CNG and bio-CNG), so the co-funding rates indicated in section 12.2.2 of the call text are applied in the same way.

12. Could a project aimed at developing single or multi-fuel supply facilities, targeting various transport modes (i.e. alternative fuel mobility hub), be eligible? How would the location of the Action be considered in this case?

The Blending Facility does not include any restriction relating to the possibility to deploy supply facilities serving multiple modes of transport or multi-fuel supply facilities. Such projects are actually welcomed as it both optimises the efficiency of the investment and of the associated business case.

If the infrastructure provides services to several modes of transport, it is sufficient that the location fulfils the eligibility criteria in relation to the Core Network for at least one of these modes (see General FAQs 4.2 and 4.3)

13. Is an Action referring to a mobile asset (e.g. a vessel), to be newly built or retrofitted, eligible if the mobile asset in question operates in a route between a EU Member State and a neighbouring/third country?

Yes. The proposed Action should demonstrate that the mobile asset (e.g. a vessel) operates on or connects to the European transport network.

14. If the price on the totem onsite and the dispenser indicates the price of LNG and/or CNG per kg, is this compliant with the common Methodology for Alternative Fuels Unit Price Comparison?

Yes. The price in the totem must be in conventional units (per Kg). The price in EUR/Km is only for information and awareness raising.

15. According to section 12.2.2 of the call text, it seems that hydrogen is the only type of alternative fuel eligible for railway vehicles. Could synthetic fuels for railway vehicles also be funded? And battery-electric trains?

No. Only railway vehicles using hydrogen as alternative fuel can be supported by the grant.

16. Are the costs of retrofitting of mobile equipment from an existing conventional motorized unit to an innovative motorized unit eligible?

In the case of retrofitting of mobile equipment, the eligible costs are those directly related to the adaptation of the equipment to use alternative fuels. The co-funding rate is applicable to such costs. More information on eligible costs can be found in General FAQ 9.3.

Applicants must explain, in question 3.2 of application form part D, how the full costs of the adaptation of the equipment to the use of alternative fuels have been calculated.

17. Are mobile bunkering facilities (e.g. LNG bunkering vessels) considered as infrastructure or mobile assets? Which is the applicable co-funding rate?

Mobile bunkering facilities for CNG/LNG are considered as infrastructure, therefore, the applicable co-funding rate is 10%.

18. For the acquisition of vehicles, apart from direct purchase, could leasing be supported by the grant? If yes, how should the eligible costs be demonstrated?

Yes, both direct purchase and leasing of vehicles can be supported by the grant. In both cases, only the difference between the costs of a conventional solution and the costs of an equivalent innovative technology solution constitute the eligible costs.

In the case of leasing, this has to be demonstrated by comparison with the cost of an equivalent leasing based on the same conditions and category of vehicle. Additional information on how to present eligible costs under a leasing contract can be found in point 3.3.3 of the [Guidelines on the Eligibility of Costs under the Connecting Europe Facility](#) (see also General FAQ 9.3).

19. Could the reinforcement of the grid, if it is necessary to allow the refuelling/recharging stations to operate, be supported?

As part of the installation costs of new refuelling/recharging points, the costs of the equipment and installation needed to connect to the existing grid, including storage facilities to balance the energy needs, can be supported. However, the costs of reinforcing the existing grid to face a higher demand are not eligible.

20. Could recharging infrastructure be installed in the parking area of a private supermarket? The recharging infrastructure would be publicly accessible 24/7, even outside opening hours of the supermarket.

Yes, the requirement is for the recharging infrastructure itself to be publicly accessible 24/7 on a non-discriminatory basis; in the case described, this requirement would be met.

21. Are hybrid busses eligible?

Hybrid diesel busses are not eligible as they do not run on alternative fuels but on diesel. Hybrid diesel busses are running exclusively on diesel – the electricity they use is 100% generated internally by the diesel engine and not separately fuelled with electricity. This apply also for the hybrid double decker if they are hybrid diesel busses.

The hybrid CNG are eligible as they run 100% on alternative fuels.

22. Are production facilities for LNG, CNG or Hydrogen eligible under this call?

Facilities for the production of an alternative fuel (i.e. CNG, LNG or H₂) that are required for the viability of the deployment of transport related refuelling infrastructure or rolling stock and that are exclusively used for the purpose of the project may be funded. The requirement of production facility for the viability of the action needs to be justified by the applicant.

23. Is the retrofitting by conversion and replacement the conventional fuel diesel engines (auxiliary system) on ships with a battery pack eligible? Is it eligible to have both battery pack and conventional fuel diesel engines for auxiliary system?

Retrofitting a vessel by conversion and replacement the conventional fuel diesel engines with an electric propulsion system is eligible under the call, including if necessary dual-fuel systems. Having both battery pack and conventional fuel diesel engines for auxiliary system (hybrid) is also eligible.

24. What is considered as "infrastructure" for Alternative Fuels? For instance, could the construction of fuel stations, accesses (i.e. road), berth adaptation (i.e. for inland waterways) be supported?

Infrastructure is considered as refuelling/recharging points. In addition, site adaptation costs that are strictly necessary to use the refuelling/recharging points on a given site (such as civil works, connection to the grid) are eligible. In general, construction costs for the overall facility (e.g. fuel station, bus depot or built environment where the points of supply are located) are not eligible. .

25. As light duty vehicles (LDVs) cannot be supported, which type of vehicles are eligible heavy-duty vehicles?

For the purposes of the CEF Transport Blending Facility, eligible heavy-duty vehicles are vehicles of categories N2 and N3.

26. Which type of vehicles are eligible buses?

For the purposes of the CEF Transport Blending Facility, eligible buses are vehicles of category M3.

27. Appendix B section 2.3 of the work programme refers to "public authorities vehicles fleets". Are all vehicles performing a public service eligible (i.e. police cars, garbage trucks, passenger buses, etc.)?

For public authorities vehicles fleets, only heavy-duty vehicles of categories M3, N2 and N3 are eligible.

28. How can it be demonstrated that charging and refuelling stations address specific needs or fill specific gaps in the existing TEN-T core network?

In order to demonstrate that charging and refuelling stations address specific needs or filling specific gaps in the existing TEN-T core network, the application will need to indicate for the considered sections/regions the level of equipment at the date of application and the planned investments from other promoters if any (based on publicly available information), to explain the specific needs or gaps, and to specify how the intended supply points will complement those supported in the context of national/regional support schemes.

29. Is the replacement of engines in a motor vessel by dual fuel-engines (LNG/gasoil) eligible?

Yes. Retrofitting of vessels by conversion and replacement of conventional fuel engines (gasoil), by LNG/electric/hydrogen propulsion systems, including if necessary dual-fuel systems, is eligible.

30: Would a solar photovoltaic power plant dedicated to electricity supply for an alternative fuel (i.e. hydrogen) production facility be considered eligible?

The financing of solar panels to produce energy for electrolysers is not eligible.

31. Could the grant component of the CEF Transport Blending Facility cover, in addition to the refuelling station, the upgrading of an existing laboratory for testing the hydrogen to be sold at the refuelling station?

No, costs for upgrading such a laboratory are not eligible under the CEFgrant component. However, H2 quality control equipment/facility embedded in the Hydrogen Refuelling Station (HRS) using an electrolyser would be eligible.

32. Could the beneficiary lease or sell charging/refuelling stations supported by the grant, during or after the implementation period of the Action? If so, would it have an impact on the grant received?

Yes, the beneficiary can lease or sell charging/refuelling stations supported by the grant during the implementation period of the Action. In that case, the beneficiary must declare the revenues obtained and the grant will be reduced in accordance with the provisions stated under art. II.25.3 of the model grant agreement (non-profit rule).

After the implementation period of the Action, the beneficiary can lease or sell charging/refuelling stations supported by the grant with no restriction.

33. In an Action which aims to deploy hydrogen supply infrastructure for mobility, and consisting of (i) an electrolyser for hydrogen production from electricity; (ii) a solar photovoltaic plant supplying electricity to the electrolyser and (iii) a hydrogen refuelling station for hydrogen supply to end users: are (i) and (ii) both considered as part of a facility for the production of alternative fuels?

In line with question 22, costs for the electrolyser are eligible if the electrolyser is used exclusively for the purpose of the project and in line with question 30 costs for solar panels to produce energy for the electrolysers are not eligible.

34. Are electric trolley busses eligible mobile assets?

Yes, provided they drive only on electricity.

35. Are investment costs related to upgrading the power of already installed recharging stations eligible ?

Yes, this upgrading is eligible.