



# Funding opportunities: Blending Facility

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@Transport\_EU

Mobility and  
Transport

**CONNECTING**  
**EUROPE**



## GENERAL INFO

**Budget:** €149 million for grants for alternative fuels

**Minimum contribution/Action:** €1 million

**Minimum size of project:** €5 million

**Eligibility of costs:** From date of submission of grant

**Application File by IP – until 31/12/2023** (If activities for which CEF-funding is requested are to take place in 2024, the beneficiary needs to justify (under 'Description of the Action' in application form part D) that this delay is due to the COVID-19 pandemic).

**Already 4 cut-off dates**

**NEW foreseen 5<sup>th</sup> cut-off day : 15 February 2021**



# PROCEDURE - STEPS

1. Applicants engage, as project promoters, with an Implementing Partner.
2. Implementing Partner performs an initial screening of the project to be potentially supported by a Blending Operation. (Project Pipeline)
3. Implementing Partner engages further with the project promoter to due diligence.
4. Project promoter/Applicant prepares the proposal for the Action requesting the CEF Transport grant (the Grant Application form)
5. Project promoter/Applicant submits the Grant Application forms in TEN-TEC
6. Implementing Partner submits to Commission the Application Files



# IMPLEMENTING PARTNERS

- EIB
- Caisse des dépôts et consignations
- Bulgarian development bank
- EBRD
- Instituto de Credito official
- Bank Gospodarstwa Krajowego
- Cassa Depositi e Prestiti S.p.A.
- Slovenska izvozna in razvojna bank d.d.
- MFB Hungarian development bank



# GENERAL ELIGIBILITY CRITERIA

- Project of Common Interest
- Contributes to the objectives falling within at least two of the four categories set out in Article 4 of TEN-T Regulation (cohesion, efficiency, sustainability, increasing the benefits for its users)
- Complies with Chapter III of TEN-T Regulation (CORE NETWORK)
- Demonstrates European added value



# LOCATION

On, or within a maximum distance of 10 km from the trajectories of the TEN-T Core Network, or in nodes of the Core Network.

Up to 20% of the budget allocated to infrastructure per Action may be used for Works that are located on the Comprehensive Network.



**works**

## OVERVIEW - Alternative Fuels

### Legal:

Type of Alternative Fuel technology	Infrastructure	Mobile assets		
		Trucks and buses	Vessels	Railway vehicles
<b>CNG</b>	<b>10%</b>	<b>10%</b>	/	/
<b>LNG</b>	<b>10%</b>	<b>10%</b>	<b>15%</b>	/
<b>Electricity</b>	<b>15%</b>	<b>20%</b>	<b>20%</b>	/
<b>Hydrogen</b>	<b>20%</b>	<b>20%</b>	<b>20%</b>	<b>20%</b>

- **LNG trucks**: the grant amount shall not exceed EUR 3000 per vehicle.
- **Dedicated electric charging infrastructure for the use of battery-electric buses in public transport**, the co-funding rate is set at **20%** of the eligible costs.
- **LNG vessels in inland navigation**: the co-funding rate is set at **20%** of the eligible costs.



# SPECIFIC ELIGIBILITY CRITERIA

For maritime vessels, the eligible works shall consist of the following:

- Fitting of new built vessels with LNG / electric / hydrogen **propulsion systems**, including, if necessary, dual-fuel systems operating with conventional fuel as secondary element
- Retrofitting by conversion and replacement, of conventional fuel engines, by LNG / electric / Hydrogen **propulsion systems**, including if necessary dual-fuel systems. This can cover the main propulsion system and/or auxiliary system.

Private fleets of ships and vessels must operate 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.







# ELIGIBLE COSTS FOR MOBILE EQUIPMENT

Only the difference between the costs of a conventional solution and the costs of an equivalent innovative technology solution is eligible.

Applicants shall provide:

- detailed breakdown of the costs of an equivalent conventional solution as a base reference along with a description of the nature for each of the cost items, and
- calculation of the difference of costs with the innovative technology solution for the various costs items.

In the case of retrofitting, the costs directly related to the innovative technology solution are the full costs of the adaptation of the equipment to the use alternative fuels.

# NON ELIGIBLE COSTS

- Costs beyond the difference between the costs of a conventional solution and the costs of a new technology solution are not eligible.
- Cruise vessels



# AWARD CRITERIA

- Contribution to TEN-T policy priorities;
- Maturity based on the expected timing of the end of works;
- Budgetary constraints;
- Promotion of geographical balance and;
- Degree of participation of private sector investors in the financing of the project potentially supported by a Blending Operation.

# EXAMPLES of SELECTED PROJECTS

- LNGHIVE2 Vessels Demand2: Completing green links :  
The objective of the Action is to retrofit the propulsion system of the vessel Hedy Lamarr to be operable with LNG. (BF 1)
- Development of LNG bunkering infrastructure in Bilbao, a strategic port in the North of Spain: The Action consists in the construction of an LNG bunker supply terminal in the Port of Bilbao (Spain). (BF3 under evaluation)



# MoS, PORTS MAP Calls or FACILITY BLENDING

*Implementation of new facilities and technologies regarding provision and use of alternative fuels or energy, e.g. LNG bunkering and shore side electricity, in line with Directive 2014/94/EU.*

*Funding rates for infrastructure:*

<b>MoS</b>	<b>Ports</b>	<b>Blending facility</b>
30%	20%	10%, 15%, 20%

*Under the Blending facility LNG Bunkering vessels are treated as mobile equipment and receive maximum 15% of eligible costs.*



## FURTHER INFO

- Questions related to this call may be addressed to the call helpdesk:  
[INEA-CEF-TRANSPORT-BLENDING@ec.europa.eu](mailto:INEA-CEF-TRANSPORT-BLENDING@ec.europa.eu)
- INEA Web Site :  
<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/blending-facility>