







National (non-EU) financial schemes for clean bus fleet renewals 2021


Country	Scheme	How it works	Type of financing	Support volume
Belgium 	Regional government grants	Wallonia: the grants for TEC finance the purchase of around 180 hybrid or electric buses per year	<ul style="list-style-type: none"> - capital grants - loan grants - loan guarantees by the Walloon region 	€80m (Wallonia)
		Brussels: STIB-MIVB clean bus investment are financed by the Brussels Capital-Region as part of the company's investment envelope		
France 	CEEs (Certificats d'Economie d'Energie)	Finances part of the purchase of buses or terminals	<ul style="list-style-type: none"> - grants - loans - contingent bonds 	€100m (ecological bonus) €450m (4th PT project call) €200m (Clean Bus Platform)
	Implementation of an ecological bonus for the purchase of an electric bus (Decree No. 2021-37)	<ul style="list-style-type: none"> - €30,000 per unit until end 2024, co-finances the purchase of new zero emission (electric or hydrogen) buses and coaches; - For category M3 vehicles (buses, coaches) that use electricity, hydrogen or a combination of the two as their exclusive energy source, the amount of aid is set at 40% of the acquisition cost, including all taxes; 		
	Adapted taxation	Includes the bus excess amortization mechanism		
	The Clean Bus Platform by the European Investment Bank and Banque des Territoires	<ul style="list-style-type: none"> - The Platform is part of Caisse des Dépôts' recovery plan and environmental transition efforts. The platform is endowed with €200m (half provided by Banque des Territoires and the other half by the EIB) and operationally managed by the investment management teams at Banque des Territoires; 		

		<p>- An innovative financing solution in the form of contingent bonds finances up to 100% of the eligible project costs (purchase cost of buses and associated charging infrastructure) and offers beneficiaries a capped interest rate that fluctuates inversely with changes in electricity prices. This enables beneficiaries to fully or partially mitigate the risk associated with changes in electricity prices on electric bus energy charges;</p> <p>(- Banque des Territoires is one of the five arms of the Caisse des Dépôts).</p>		
<p>Germany</p> 	<p>The German Ministry for Transport and Digital Infrastructure's national funding scheme for the procurement of emission-free buses and commercial vehicles as well as the related fuelling infrastructure</p>	<p>- The scheme will span across 2021-2023. The funding is expected to cover 80% of the extra investment cost (the difference between the cost of procuring an emission-free vs. a regular vehicle);</p> <p>- Beneficiaries include commercial companies and public entities operating public passenger transport services;</p> <p>- Eligible costs are investment aid covering the additional costs of acquiring an electric or hybrid bus compared to a diesel bus (EURO VI); and purchase of vehicles or investment in recharging infrastructure;</p> <p>- Aid intensity for battery-powered buses cannot exceed 80% of the additional costs. For hybrid buses (diesel - electric), the aid intensity is 40%. The aid may not exceed 40% of the investment costs for recharging infrastructure;</p> <p>- Scheme initially notified in May 2017 by the German government and first approved by the European Commission on February 2018. This was followed by 3</p>	<p>- non-refundable grants</p>	<p>€70m at the first notification (2018 – 2021) – this budget was increased to €155m in the 2nd notification, for the same period (€38m per year). The 3rd notification increased the overall budget of the aid scheme to €350m while extending the duration of the aid scheme until December 2022. The 4th notification increased the overall budget to €650m.</p>


		further notifications to both extend the duration of the aid scheme and increase the overall budget.		
Hungary 	Green Bus Program	<ul style="list-style-type: none"> - The Programme facilitates replacing 50% of conventional buses in Hungary's largest cities by low carbon emission ones within the next ten years; - The Programme assists cities with county status when they buy electric buses with an indicative co-payment rate that could exceed the originally planned 20% of the vehicle price; - The Green Bus pilot project was being launched in Debrecen, Kaposvár, Kecskemét, Békéscsaba, Székesfehérvár, Esztergom, Zalaegerszeg, Nyíregyháza and the Mátra power plant area, with each receiving 800m forints to buy electric buses; - Following a government decision, cities with more than 25,000 inhabitants should only put emission-free buses into operation for public transport from 2022 onwards. This effectively means these cities will only procure zero-emission (electric) buses. 	- direct non-refundable grants	€104m
Italy 	2019 National Strategic Plan for Sustainable Mobility (PSNMS)	<ul style="list-style-type: none"> - PSNMS defines the medium to long-term guidelines for the use of contributions allocated by the 2017 national budget law. The PSNMS defines the choices for the renewal of the vehicle fleet by 2033, the criteria for the use of resources, the % of state co-financing in relation to fuel technologies and the type of service performed; - For the first three years of each five-year period, up to 50% of the contribution is allocated for the infrastructure to support alternative powered vehicles; 	<ul style="list-style-type: none"> - grants - loans 	The resources amount to €200m for 2019 and €250m for each of the years from 2020 to 2033

		<ul style="list-style-type: none"> - The implementation of the plan is managed by the MIT (Ministry of Infrastructure and Transport), with the MISE (Ministry of Economic Development) and the MEF (Ministry of Economy and Finance); - For urban public transport services, the plan establishes a % of state funding equal to 60% for the purchase of vehicles powered by methane (CNG and LNG) and equal to 80% for electric or hydrogen vehicles. For the extra-urban service, the % of state funding is 80% for the purchase of methane (CNG and LNG) and hydrogen vehicles. 		
Norway 	Charging infrastructure for battery-electric vehicles (by Enova SF)	<ul style="list-style-type: none"> - Support scheme available for public transport companies that plan to purchase transport services that require the establishment of charging infrastructure; - “Charging infrastructure” includes all types of components that are necessary to use battery or hybrid solutions for land- or sea transport. The support can go to grid upgrades, battery buffers, charging solutions etc; - Enova can cover up to 40 % of the investment cost. 	<ul style="list-style-type: none"> - grants - risk loans (including convertible loans) 	
	Hydrogen refuelling stations (by Enova SF)	Announcement of competitions for support needs for the establishment of publicly available hydrogen refueling stations. (The previous competition was held in 2019.)		
	Innovative transport solutions (by Enova SF)	<ul style="list-style-type: none"> - Several support schemes aimed at different stages in technology development, from piloting to full-scale demonstration; - Open to all types of energy and climate technologies, including new solutions for emission-free transport; 		

		- Enova can cover up to 50 % of the project cost.		
	Additional costs for climate-friendly procurements (by the Norwegian Environment Agency)	- Support scheme for additional costs for the purchase of emission-free or biogas-based transport services or public transport vehicles; - Limited to 75% of the additional costs and a maximum of NOK 7.5 million.		
	Grants for environmental technology – Green Mobility (by the Innovation Norway)	- The scheme provides grants for the development, pilot and demonstration of new environmental technology; - The scheme applies to innovative products or processes that solve an environmental problem, including climate-friendly propulsion systems, infrastructure technology, autonomy, digitization, logistics and traffic management systems, last-mile solutions and new business models; - The percentage of support is between 15% and 70% depending on the type of applicant and the type and maturity of the project.		
	Pilot-E - Fast track from concept to market (by the Norwegian Research Council, Innovation Norway and Enova SF)	Support scheme aimed at promoting rapid development of new, environment-friendly energy technology products and services. Annual thematic calls, 2021 including hydrogen infrastructure and use of large data to enable innovations in the energy system. The minimum application amount is NOK 10 million.		
	Pilot-T – New Mobility Solutions (by the Norwegian Research Council and Innovation Norway)	- Support scheme with the aim of supporting and accelerating digitization. Annual thematic calls. The goal of 2021 call is to get new, smart mobility solutions in use faster by developing and testing / piloting technologies and business models with the potential to influence the transport system of the		

		<p>future so that it becomes efficient, environmentally friendly and safe;</p> <p>- The call includes both passenger and freight transport, and road, sea, rail and aviation. The support amount is a minimum of 2 million and a maximum of 16 million NOK.</p>		
<p>Poland</p> 	<p>GIS - Green Investment Scheme) - GEPARD I and II – Zero-emission public transport</p>	<p>- The co-funding is dedicated for projects aimed at reducing energy and fuel consumption in public collective transport: 1) regarding bus fleets (co-financing in the form of a subsidy) consisting in: purchase of new electric buses, training drivers of public transport vehicles on the operation of emission-free rolling stock, 2) concerning infrastructure and management (co-financing in the form of a loan), consisting in the modernization or construction of charging stations for public transport vehicles in terms of adaptation to electric buses. The charging station will be used only for the service of collective public transport;</p> <p>- Co-financing in the form of a subsidy in the amount of up to 60% of eligible costs of the project; co-financing in the form of a loan of up to 100% of the difference between the value of eligible costs of the project and the subsidy;</p> <p>- Beneficiaries include local government units with up to 100,000 residents; municipal companies that operate to perform the tasks of local government units with up to 100,000 residents associated with local public transport; other entities providing services in the field of collective public transport on the basis of an agreement concluded with a local government unit of up to 100,000 residents.</p>	<p>- direct grants - loans</p>	<p>GEPARD: PLN 168m (2nd call 2019), including: 1) for non-refundable forms of co-financing - up to PLN 19m; 2) for repayable forms of co-financing - up to PLN 149m</p> <p>GREEN PUBLIC TRANSPORT: The budget for the implementation of the program objective is up to PLN 1.3bn, including: 1) for non-returnable forms of co-financing - up to PLN 1.1bn; 2) for returnable forms of co-financing - up to PLN 200m</p>

	Green Public Transport Programme	<p>- The program provides the possibility of co-financing projects aimed at reducing the use of emission fuels in public collective transport: 1) concerning vehicles consisting in: purchase / lease of new electric buses that use only electricity accumulated to drive by connecting to an external power source, along with training drivers / mechanics in the service of zero-emission vehicles; purchase / lease of new trolleybuses, i.e. buses adapted to be supplied with electricity from the traction network, equipped with an additional drive system, thanks to which they will be able to cover the route without electric traction (e.g. traction batteries or hydrogen fuel cell) along with training drivers / mechanics in the field of service zero emission vehicles; purchase / lease of new electric buses that use only electricity generated from hydrogen in fuel cells installed in them, along with training drivers / mechanics in the use of zero-emission vehicles; 2) modernization and / or construction of infrastructure allowing for the servicing and proper use of the purchased / leased vehicles, including in particular hydrogen charging or refueling points with the accompanying infrastructure or overhead contact line necessary for their operation. The infrastructure will be used exclusively for public transport;</p> <p>- Co-financing intensity for subsidies: co-financing in the form of a subsidy in the amount of up to 80% of eligible costs for the purchase / leasing of a bus that uses only electricity accumulated for propulsion by connecting to an external power source, along with the cost of training drivers / mechanics in the field of zero-emission vehicles; co-financing in the form of a subsidy in the amount of up to 80% of eligible costs for the purchase / leasing of a trolleybus, i.e. a bus</p>		
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<p>UK</p> 	Ultra-low emission bus program	<p>- The objective of the scheme is to support the purchase of ultra-low emission buses in the UK and to stimulate the development and deployment of ultra-low emission technologies in the market;</p> <p>- Beneficiaries include local authorities and operators in England and Wales. This scheme is awarded through competitive tendering;</p> <p>- Eligible costs are purchases of very low emission buses. Coaches and minibuses are excluded. To qualify</p>	- direct grants	<p>£47m (March 2021) – for England and Wales</p> <p>£45m – for Scotland</p> <p>€137m (National public transport strategy)</p>

		<p>as a very low emission bus, the bus must produce at least 30% less GHG than a conventional EURO VI bus and comply with EURO VI engine regulations;</p> <p>- Aid intensity is 75% of the additional costs incurred by switching from a diesel bus to an electric bus. 50% of the additional costs for a hybrid bus. For infrastructures, the aid cannot exceed 75% of the investment cost.</p>		
	National public transport strategy	<p>- The scheme will allow the purchase of 500 zero-emission buses, supporting the UK government's commitment to introduce nearly 4,000 zero-emission buses over the next few years;</p> <p>- The scheme is an integral part of the £3 billion plan for a national public transport strategy on 15 March 2021. All the buses that will benefit from the aid must be produced in Great Britain. The aim is to launch a major order book for UK electric bus production by June.</p>		