

Message 001

Communication from the Commission - TRIS/(2025) 3174

Directive (EU) 2015/1535

Notification: 2025/0671/EE

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késésekét - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20253174.EN

1. MSG 001 IND 2025 0671 EE EN 10-11-2025 EE NOTIF

2. Estonia

3A. Majandus- ja Kommunikatsiooniministeerium, ettevõtluskeskkonna ja tööstuse osakond, ettevõtluskeskkonna talitus

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3B. Regionaal- ja Põllumajandusministeerium

Ühistranspordiosakond

4. 2025/0671/EE - T40T - Urban and road transport

5. Regulation on the subsidy for the deployment of electric buses

6. Transport equipment: Subsidy for the deployment of electric buses in public transport

7.

8. The objective of the support measure is to help reduce greenhouse gas emissions by deploying electric buses and to achieve the objectives of the Directive (EU) 2019/1161 of the European Parliament and of the Council amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles (OJ L 188, 12.7.2019, p. 116–130).

The supported activity is:

1. Subsidies shall be granted for the purchase of an electric bus and the battery charging equipment (hereinafter referred to as the 'recharging point') necessary for its operation under a sales contract or for the deployment of the same under a leasing contract (hereinafter referred to as 'acquisition') if the property remains in the possession of the applicant as a result (hereinafter referred to as the 'project'). The supported project must contribute to achieving the objective and the result specified in Article 2.
2. For the purposes of this Regulation, an electric bus is a fully electric vehicle that has at least eight seats in addition to the driver's seat, and belongs to the categories M1, M2 or M3, and its emission of carbon dioxide is zero grams per kilometre.
3. An applicant may submit one application per application round, which shall include:
 - (1) the acquisition of up to four electric buses;
 - (2) the acquisition of a single recharging point per electric bus.
4. The electric bus is used for public regular service or mainly for school transport; and the bus's service area must be predominantly outside the administrative territory of the cities of Tallinn and Tartu.
5. The subsidy for the purchase of electric buses for public regular service shall be granted to one applicant per county.

9. The objective of the support measure is to help reduce greenhouse gas emissions by deploying electric buses and to achieve the objectives of the Directive (EU) 2019/1161 of the European Parliament and of the Council amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles (OJ L 188, 12.7.2019, p. 116–130).

Subsidies will be granted for activities that contribute to the deployment of electric buses, support the achievement of the renewable energy transport target and create favourable conditions for increasing the share of renewable energy in energy and climate policy. As a result of the subsidies, the capacity to use renewable energy in the public transport sector will increase. The measure also encourages local residents to switch to public transport by helping local authorities to invest in the development of public transport and by reducing the capital expenditure of acquiring new transport equipment for local authorities.

10. References to related legislation: There is no related legislation

11. No

12.

13. No

14. Yes

15. Yes

16.

TBT aspects: No

SPS aspects: No

European Commission

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