



Revision of Directive 2014/94/EU on the deployment of alternative fuels infrastructure

ERRIN Transport Working Party meeting

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Context

- Proposal is scheduled for summer 2021, as part of the Fit for 55 package
- Impact Assessment is ongoing, drawing on a comprehensive information base:
 - IA is supported by an external study (ongoing)
 - IA is run back-to-back with a ex-post evaluation of the Directive, supported by an external study (finalised)
 - IA and evaluation draw on a broad assessment of national implementation reports from Member States under this Directive. The report to Parliament and Council (Art 10 (3) AFID) will be published in the course of the next days
 - Open public consultations (~400 contributions) and substantive engagement of key public and private stakeholders in targeted consultations

Overview of current requirements

- Art 2 defines alternative fuels (broad scope) and vehicle and infrastructure aspects
- Art 3 in conjunction with Annex I requires Member States to adopt National Policy Frameworks for developing alternative fuels markets and deployment of infrastructure, including needed national target setting and measures development
- Art 4-6 establish minimum requirements for infrastructure roll-out in urban/suburban areas and on the TEN-T core network (road and ports)
 - Electric recharging: Directive addresses urban/suburban areas only (2020)
 - CNG/LNG: Directive addresses urban/suburban areas and TEN-T core for 2025/2030
 - Hydrogen: Directive leaves it to Member States to take action
- Art 7 establishes user information requirements
- Annex II in conjunction with Art 4-6 establishes technical specifications
- **AFID addresses public accessible infrastructure**

Commission report on application of the Directive & evaluation – key findings

- Commission report to Parliament and Council on the application of the Directive has been published on 8th March – comprehensive assessment of national implementation plans of Member States
- Directive had an impact:
 - NPFs helped trigger policy development for alternative fuels infrastructure
 - markets would have been less developed without the Directive
- Shortcomings prevail:
 - level of ambition and planned deployment of infrastructure varies greatly among Member States
 - information on planned policies and measures not sufficient in quite a few plans
 - no comprehensive / complete network of infrastructure exists across the Union .

Revision of the Directive

- Efforts need to be considerably higher than efforts reported by Member States in view of 2030 climate ambition → infrastructure needs in all transport modes, particularly also heavy-duty vehicles infrastructure.
- Interoperability and quality of infrastructure use has to strongly improve – needs for additional user information (e.g price transparency) and services (e.g. payments) have emerged as well as for cost-efficient integration of electric vehicles into grids
- Commission published the Inception Impact Assessment in 1st half 2020 and concluded a large Open Public Consultation (OPC) before summer 2020
- OPC underlined the need of a revision of the Directive and confirmed the identified key problems and policy objectives.

Revision of the Directive

- Core objectives:
 - To ensure availability and usability of a dense, wide-spread network of alternative fuel infrastructure throughout the EU.
 - All users of alternatively-fuelled vehicle/vessel/aircraft shall circulate at ease across the EU, enabled by key infrastructure such as motorways, ports and airports.
- Specific objectives:
 - to increase the number of recharging and refuelling points across Member States and across modes;
 - to ensure the full interoperability of infrastructure and infrastructure use services for all alternatively fuelled vehicles, vessels and aircraft
 - to foresee adequate information for consumers, including information on location, accessibility, prices, payments and compatibility of fuels and recharging infrastructure
 - to enable deployment of “smart recharging infrastructure“

Policy measures

- IA is assessing a wider range of possible measures to
 - strengthen requirements for roll-out of alternative fuels infrastructure for all alternative fuels - ensure minimum coverage of the road transport network as well as ports and airports, including more binding minimum targets
 - extend the scope of the regulatory framework, including differentiation for light and heavy-duty road transport infrastructure, ports and airports
 - to strengthen interoperability requirements under AFID, including also communication protocols, and provisions related to consumer information
 - to address needs regarding deploying “smart re-charging infrastructure”
- IA is looking at the choice of legislative instrument

Flanking measures

- Commission intends to complement the legislative proposal for AFID with a Strategic Rollout Action Plan, including
 - Better plan, permit and procure – good practice to increase value added from tendering
 - Reinforce and better target financial support from EU level (national recovery planning, CEF2 (alternative fuels blending facility), InvestEU, ESIF)
 - Action to align public and private market actors views on key aspects (e.g. data, governance)
- Commission is working on a new standardisation request with European Standardisation Organisation to address outstanding technical challenges in all modes of transport

Thank you



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