SUSTAINABLE & SMART MOBILITY STRATEGY

Fit for 55 package –

Overview presentation of the Proposal for a Regulation on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU

General presentation
MOVE B.4
Overall Context

- In March 2020, the Commission put forward the proposal for the first EU Climate law. It aims to write into law the goals set out in the European Green Deal.

- In the 2030 Climate Target Plan, the Commission proposed to cut EU GHG emissions by at least 55% in 2030 and to become climate neutral in 2050.

- The targets were endorsed by the European Council in December 2020.

- Parliament and Council provisionally agreed on these targets in April 2021.

- On 14 July, the Commission proposed the Fit 55 package implement the targets.
AFIR Context

• Around 50 million electric vehicles expected by 2030 to meet the GHG reduction targets from the European Green Deal and the Climate Target Plan
• Uptake of vehicles pushed through CO2 emission performance standards, renewables energy directive, European taxation directive and fuelEU initiatives
• EU Green Deal / Sustainable and smart mobility strategy points out the need to accelerate recharging and refuelling infrastructure rollout, particularly for road and waterborne transport
• Revised EU policy framework to ensure that sufficient, fully interoperable and user friendly infrastructure is available to support the required uptake of alternative fuels in all Member States
Problem description

Drivers

- Lack of binding provisions leads to different ambitions by Member States
- Setting of targets by Member states not consistent with market developments and GHG reduction ambition
- Implementation fails to consider necessary requirements/standards for ensuring full interoperability
- Lack of user information about and at refueling and recharging points
- No uniform payment method available at all recharging points

Problems

- Lack of ambition and coherence in MS infrastructure planning leading to insufficient and unevenly distributed infrastructure
- Interoperability issues persist in terms of physical connections and communication standards, incl. connection to the electricity grid
- Publicly accessible infrastructure does not fully correspond to user needs

Implications

- Limited uptake of alternatively fuelled vehicles with negative impacts on GHG reduction, pollutant reduction and fuel import dependency
- Limited internal market development with limited competition and consumer choice
Decision to change to a Regulation

- Need to ensure the functioning interplay of CO2 emission performance standards – alternative fuels infrastructure rollout
  - Accelerated uptake of electric vehicles expected to rapidly increase
  - Infrastructure deployment needs to accelerate to keep pace with vehicle uptake, also for heavy-duty vehicles
  - Immediate and fully harmonised action on infrastructure deployment required – no delays shall be afforded.
Mandatory targets road

- Electricity Recharging LDV (Art 3)
  - Fleet based target, expressed in power installed (kW) per registered ev
  - Distance based target along TEN-T core and comprehensive network (maximum distance and power)

- Electricity Recharging HDV (Art 4)
  - Distance based target along TEN-T core and comprehensive network (maximum distance and power)
  - Safe and Secure parkings (overnight recharging)
  - Urban nodes (in particular for urban delivery)

- Hydrogen Refuelling, HDV / LDV (Art 6)
  - Distance based target along TEN-T core and comprehensive network (maximum distance and capacity)
  - Urban nodes (in particular for urban delivery)

- LNG, limited until 2025 (Art 8)
Mandatory targets waterborne and aviation

• On Shore Power Supply (OPS) maritime ports (Art 9)
  • TEN-T core and comprehensive ports to provide OPS for passenger, and container vessels to meet demand for OPS (in line with fuelEU maritime)

• OPS inland waterway ports (Art 10)
  • 1 installation per inland waterway at TEN-T core and comprehensive port

• LNG maritime ports (Art 11)
  • Existing provision remain

• Aviation (Art 12)
  • Electricity Supply to stationary aircrafts at gates and outfield positions at TEN-T core and comprehensive airports
User aspects (Art 5 / 7)

- **Price Transparency**
  - Addressed to charge point operators (ad hoc) and mobility service providers (contract based payment)
  - Non-discrimination requirements reinforced also vis-à-vis mobility service providers

- **Payments**
  - Bank card payment available at all recharging points (> 50 kW also through NFC/terminal)

- **Smart Charging readiness for normal recharging points**

- **User information, existing provision from AFID on fuel price comparison and fuel labelling (Art 17)**

- **Data Provisions (Art 18)**
  - Availability of static and dynamic data (partly defined in directive, partly through delegated acts in line with ITS directive). Data provision through National Access Points (ITS directive)
Technical specifications (Art 19 and annex II)

• Physical standards
  • Mandate to ESOs and subsequent adoption through delegated acts
    • Road (e.g. ultra-fast recharging for trucks, supplementary standards for hydrogen)
    • Waterborne (e.g. battery recharging points. hydrogen, methanol and ammonia refuelling points)
    • Aviation (e.g. hydrogen refuelling)

• Communication standards (e-mobility)
  • Mandate to ESOs and subsequent adoption through delegated acts
    • Communication between vehicle and the recharging point
    • Communication between recharging point and CPO back-end
    • Communication between recharging point and roaming platforms
    • Communication between recharging points and the grid
Reporting

• National Policy frameworks (Art 13)
  • Member States to draft National Policy Frameworks
    • Detailed Target setting in line with mandatory targets
    • Measures to support the roll out of that infrastructure
    • Development of detailed strategies for the use of clean fuels in waterborne transport and aviation
    • Iterative process with Commission

• Reporting (Art 14 – 16)
  • National progress reports (details in annex I)
  • Annual reporting on electric vehicle uptake and deployment of recharging points to ensure compliance with fleet based targets
  • Mechanism to ensure that targets are reached
Back up
Art 9, Shore side electricity supply maritime

- minimum shore-side electricity supply for seagoing container and passenger ships to be provided in maritime ports
- Targets only if certain minimum conditions are met (large ports), based on:
  - number of port calls in last three years
  - gross tonnage of those calls
  - types of ships involved: seagoing container ships / seagoing ro-ro passenger ships and high-speed passenger craft / cruise ships
- If conditions met >> ports to install shore-side power output sufficient to satisfy at least 90% of demand (port calls)
Art 10, Shore side electricity supply IWW

- TEN-T core inland waterway port
  - 1 installation by 2025
- TEN-T comprehensive inland waterway port
  - 1 installation by 2030
Art 11, LNG maritime

- Member States shall ensure that an appropriate number of refuelling points for LNG are put in place at TEN-T core maritime ports referred to in paragraph 2, to enable seagoing ships to circulate throughout the TEN-T core network by 1 January 2025. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T core network.

- Member States shall designate in their national policy frameworks TEN-T core maritime ports that shall provide access to the refuelling points for LNG referred to in paragraph 1, also taking into consideration actual market needs and developments.
Art 12, electricity supply stationary aircraft

• TEN-T core and TEN-T comprehensive airports:
  • All gates used by commercial air transport operations by 2025
  • All outfield positions used by commercial air transport operations by 2030
• Electricity to come from the electricity grid or from electricity generated on site from renewable sources