

【欧州】 【Common, 自動車】

Common, Road/Railways - Environmentally friendly vehicles (including infrastructure): European Parliament votes on the deployment of alternative fuels infrastructure

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【概要 : Summary】

The European Green Deal sets the 2050 climate-neutrality goal and includes a target to reduce the GHG emissions from transport by 90% by 2050, compared with 1990 levels, while the European Climate Law establishes the intermediate target to reduce GHG emissions by at least 55% by 2030. Based on these targets, the European Commission presented legislative proposals to revise existing laws in its so-called “Fit for 55” package on 14 July 2021.

Included in this package, the proposal for a Regulation on the deployment of alternative fuels infrastructure (COM/2021/559 final) repeals the Alternative Fuels Infrastructure Directive (AFID) of 2014. While the AFID Directive 2014/94/EU had some positive impact on the deployment of alternative fuels infrastructure, it failed to meet the key objective to ensuring the deployment of a sufficient amount of alternative fuels infrastructure for all modes of transport in the EU.

Therefore, the Commission proposed a regulation on AFI, rather than a Directive, because once adopted after the trilogue negotiations, it will apply immediately across all EU Member States. Thereby, legally set and binding minimum requirements for Member States will give the

quickest and best possible capability to support the required uptake of alternative fuel vehicles by deploying the necessary infrastructure across all transport modes in all EU Member States.

While the Council of the European Union basically followed the targets of the Commission’s proposal, the European Parliament’s Transport and Tourism Committee (TRAN Committee) voted in favour of stricter and mandatory distance-based targets for the deployment of publicly accessible recharging stations, among others.

Moreover, on 19 October 2022, the European Parliament’s Plenary voted in favour of the amendments for the AFIR and in favour of a faster deployment of recharging and refuelling stations on main EU roads, an easy to use and affordable recharging/refuelling, and other improvements compared to the Commission proposal.

However, in the following trilogue negotiations, the EU Member States might still try to water down the European Parliament’s stricter and more decisive improvements of the AFIR proposal’s targets and amendments. The final agreement on the AFIR to be concluded in the trilogue negotiations of the Council, the European Parliament, and the Commission. It will show if the Parliament’s amendments are implemented or if AFIR targets are weakened.

【記事 : Article】**1. The revision of the Alternative Fuels Infrastructure Directive (AFID)**

The transport sector's GHG emissions currently represent a quarter of the EU's total emissions and based on the European Green Deal, these emissions from transport need to decrease by 90% by 2050. However, since currently, the transport sector's GHG emissions are still increasing, it endangers the success of the European Green Deal. Therefore, each transport mode needs to contribute its share to reach the 2050 climate neutrality target and the intermediate target of reducing net GHG emissions by at least 55% by 2030, compared to 1990 levels, as set in the European Climate Law (Regulation (EU) 2021/1119). To achieve this, the European Commission proposed the "Fit for 55" package, which also includes the proposal for a Regulation on the deployment of alternative fuels infrastructure (COM (2021) 559 final) to repeal the Alternative Fuels Infrastructure Directive (AFID) of 2014 (Directive 2014/94/EU) (European Commission 2021). The Directive 2014/94/EU created a common framework of measures for the deployment of alternative fuels infrastructure in the EU to help reducing the oil dependence and to mitigate environmental impacts specifically of road and waterborne transport. However, the AFID Alternative Fuels Infrastructure Directive 2014/94/EU must be revised and repealed to address the problem of an insufficient infrastructure for alternative fuels that poses a barrier to further expand the fleet of new low to zero carbon emission vehicles.

The new proposal on a Regulation on the deployment of the Alternative Fuels Infrastructure (AFIR) (COM (2021) 559 final) focuses on ensuring the expansion of a sufficient recharging and refuelling infrastructure for alternative fuels throughout the EU (COM (2021) 559 final). By this extension of the alternative fuel infrastructure network, the AFIR aims at speeding up the

deployment of zero- and low-emission vehicles and to equip the transport sector with a sufficient number of (re)charging or (re)fuelling stations and infrastructure (General Secretariat of the Council 2022).

2. The Council's general approach to the Proposal for a Regulation on the deployment of alternative fuels infrastructure (COM 2021/559 final).

According to the proposal (COM (2021) 559 final), to ensure that drivers can charge and fuel their vehicles with alternative fuels at a reliable network across Europe, the AFIR will require Member States to expand charging capacity and to install charging and fuelling points at regular intervals on major highways, every 60 km, for electric charging for passenger cars by the end of 2025 and for trucks at least one recharging station in each secure parking area by the end of 2030 and for hydrogen refuelling at stations every 150 kilometres.

On 2 June 2022, the Transport, Telecommunications and Energy Council adopted its general approach on the AFIR proposal COM/2021/559 final, among others (General Secretariat of the Council 2022). The Council's general approach basically adheres the Commission's overall key parameters, with a gradual process of infrastructure deployment, encouraging a TEN-T corridor approach starting in 2025, with the aim of covering all TEN-T roads by 2030 (General Secretariat of the Council 2022). For recharging electric heavy-duty vehicles and hydrogen refuelling, requirements for the TEN-T network should be covered by 2030, starting in 2025 for electric heavy-duty vehicles (French Presidency 2022, General Secretariat of the Council 2022). Furthermore, adaptations should be made for sections of the TEN-T network where traffic volumes are low, by increasing the maximum distance between recharging pools (French Presidency 2022).

Regarding maritime transport, it also includes the port side electricity supply to ships for at least 90% of container ships and passenger ships in the busiest seaports, which would be applicable from 2030 (General Secretariat of the Council 2022). Regarding onshore power supply in maritime ports, the provisions have been made in full consistency with the Commission's FuelEU Maritime proposal (French Presidency 2022).

Regarding the aviation sector, the use of sustainable aviation fuels (SAF) does not require any specific refuelling stations/infrastructure in addition to the existing refuelling stations. However, there should be supplied electricity for all stationary aircraft next to the terminals by 2025 and all remote apron position aircraft stands by 2030 (General Secretariat of the Council 2022).

3. The TRAN Committee's amendments to the AFIR proposal

In the European Parliament, the AFIR proposal had been referred to the Transport and Tourism Committee (TRAN) as lead committee. On 14 March 2022, the EP's rapporteur on the AFIR file Ismail Ertug presented his draft report to the TRAN Committee. According to rapporteur Ertug, sustainable alternative fuels and the deployment of their infrastructure play a key role in the transition to a successful decarbonisation of the transport sector (European Parliament 2022c).

According to the rapporteur's report, in the EU there are currently only 377,000 charging stations, which is only half the amount that should have been achieved, had EU Member States fulfilled their promises regarding the AFID (European Parliament 2022e). Accordingly, the EU has lost five to six years since the introduction of the AFID, because the old law was a "directive", which Member States needed to include in their national laws before it becomes binding (European Parliament 2022e). However, in contrast, the new law will be a "regulation,"

which will apply immediately across all EU Member States once it is adopted, which improves the chance that the EU Member State will fulfil their duties under the Regulation AFIR.

Compared to the Commission's proposal, the rapporteur intended to further improve the proposal regarding the decarbonisation of road transport by calling for mandatory distance-based targets for the deployment of publicly accessible recharging stations for electric light-duty vehicles along both, the TEN-T core, and comprehensive networks. This expansion of the framework for deploying the required infrastructure at larger scale should apply by 2025, among others (European Parliament 2022b). Concerning heavy duty vehicles (HDVs), the rapporteur strengthened the targets, focusing on the needs of lorry drivers. Also regarding HDVs, the roll-out of recharging stations along the TEN-T network should be swifter and more complete compared to the Commission's proposal, to support the market penetration of battery electric trucks. However, regarding LNG in road transport, the rapporteur did not believe that this fuel has any significant potential to reduce GHG emissions from HDVs. Consequently, the fossil technologies should not be supported at the expense of sustainable alternatives with a higher potential to reduce emissions. Thus, LNG refuelling infrastructure for HDVs should not be part of this regulation (European Parliament 2022b). Instead, clean hydrogen could become essential to reach the European Green Deal's objectives. To unfold the full potential of the hydrogen refuelling ecosystem for heavy duty road transport, the TRAN Committee also calls for more distance-based hydrogen refuelling stations for HDVs along the TEN-T network every 100 km as opposed to every 150 km in the Commission's proposal (European Parliament 2022b).

The hydrogen refuelling stations should also be deployed fast, by 2028 as opposed to the

Commission's proposed target year 2031 (European Parliament 2022c).

Regarding Maritime transport, the EU Member States should ensure that an appropriate number of refuelling points for LNG, ammonia and hydrogen are put in place at TEN-T core maritime ports by 1 January 2025.

Furthermore, shore-side electricity in maritime transport and electricity at airports for stationary aircraft should be ensured at all TEN-T core and comprehensive network ports and airports, according to the rapporteur's report (European Parliament 2022b).

The vote on the AFIR proposal in the TRAN Committee took place on 3 October 2022, with 36 votes in favour, 2 votes against and 6 abstentions (European Parliament 2022a). Mainly, the TRAN Committee recommended to set minimum national targets for the deployment of sufficient alternative fuels infrastructure in the EU, for road vehicles, vessels, trains, and stationary aircraft and to achieve a faster and more powerful roll-out of recharging stations on main EU roads, and an easy-to-use recharging/refuelling with affordable, comparable, and non-discriminatory prices (European Parliament 2022c). According to the amended text, electric charging pools for cars would have to be deployed at least every 60 km along main EU roads by 2026, while for trucks and buses the same would be applied, but only on the core network (European Parliament 2022c).

Users of alternative fuel vehicles should be able to pay easily, the price should be displayed per kWh or per kg, be affordable, comparable, and accessible to all vehicle brands (European Parliament 2022c).

Regarding the charging stations for HDVs like trucks and buses, the same requirements should be applied by 2026 on the TEN-T core networks, and they should be deployed in safe and secure parking places, with two charging stations from 2028 instead of one from 2031 as proposed by the Commission (European Parliament 2022c).

The report also stated that in the case of rapid market uptake of electric vehicles, Member States should shorten the specified deadlines accordingly and increase the targets for recharging pools (European Parliament 2022a). Some deployment exemptions would apply to outermost regions, islands, and roads with very little traffic.

Moreover, the MEPs also want an EU access point for alternative fuels data to be set up by 2027 to provide information on the availability, waiting times and prices at different stations (European Parliament 2022c).

The EU Member States should present their deployment plans for this AFI by 2024.

4. The European Parliament plenary's vote on the AFIR proposal

On 19 October 2022, the European Parliament's Plenary voted on the negotiated compromises for the Alternative Fuels Infrastructure Regulation (AFIR) and the MEPs adopted the report on the proposal by 485 MEPs in favour, 65 voting against and 80 abstentions (European Parliament 2022e).

The MEPs supported the faster roll-out of recharging stations on main EU roads, an easy to use and affordable recharging/refuelling, and other improvements compared to the Commission's proposal COM (2021) 559 final.

The MEPs considered that the lack of alternative fuel infrastructure like recharging and refilling stations significantly hampers the wider take-up of electric and other vehicles with alternative fuels within the EU (European Parliament 2022d).

Accordingly, the European Parliament's plenary adopted the TRAN Committee's report on the AFIR proposal, setting Parliament's position for interinstitutional negotiations with the Council (European Parliament 2022d).

Most importantly, the MEPs adopted the amendments regarding the distances between recharging stations. Whereas the Commission intended to support the publicly accessible recharging pools

dedicated to light-duty vehicles in a maximum distance of 60 km, the European Parliament adopted the provision to install recharging stations dedicated to light-duty vehicles not only along the TEN-T core network but also the comprehensive network, in each direction of travel with a maximum distance of 60 km in-between them (European Parliament 2022d).

By 2026, there should be at least one electric charging pool for cars every 60 km along main roads. The same requirement would apply for trucks and buses, but only on core TEN-T networks (European Parliament 2022e).

Regarding hydrogen refuelling stations, MEPs suggest setting up more hydrogen refuelling stations along main EU roads every 100 km as opposed to every 150 km in the Commission's proposal. They should also be introduced faster, by 2028, rather than by 2031, as proposed by the Commission (European Parliament 2022e).

Each recharging pool shall offer a power output of at least 600 kW (rather than 300 kW in the Commission proposal) and include at least one recharging station with an individual power output of at least 300 kW (rather than 150 kW in the Commission proposal) by 31 December 2025. (European Parliament 2022d). This should be increased to a power output of at least 900 kW (600 kW in the Commission proposal) by 2030 and include at least two recharging stations with an individual power output of at least 350 kW (150 kW in the Commission proposal) (European Parliament 2022d). Also, regarding the heavy-duty vehicles, the MEPs followed the rapporteur's amendments.

Regarding ports and airports, the European Parliament's plenary adopted the amendment that "Member States and the Commission should assess the current state and future development of the hydrogen market for aviation and should provide for a feasibility study on the deployment of the relevant infrastructure to power aircraft including, where appropriate, a deployment plan

for alternative fuels infrastructure in airports, in particular for hydrogen and electric recharging for aircrafts" (European Parliament 2022d).

In maritime transport, whereas the Commission only pointed out the role of LNG as alternative maritime fuel and that LNG at maritime ports should be available by 2025, the European Parliament insists to improve the role of hydrogen and ammonia: "A core network of refuelling points for LNG, hydrogen and ammonia at maritime ports should be available by 2025. The MEPs underlined that "the sustained use of liquefied natural gas (LNG) is not compatible with the Union's climate neutrality objective...Therefore, LNG in maritime transport should be phased out as soon as possible and substituted by more sustainable alternatives." Although they admitted that "...in the short term, LNG is likely to play a transitional role in maritime transport" (European Parliament 2022d). They sustain that "Given the transitional role of LNG, the availability of LNG bunkering infrastructure in ports should be demand driven, in particular as regards new public investments." (European Parliament 2022d). This MEPs viewpoint has gained more supporters with the Russian war in Ukraine and the difficulties to cover the demand on gas in the EU due to the war.

Regarding the external electricity supply at airports, whereas the Commission proposal mentioned the ability to make use of it, the European Parliament insists that the aircraft not only should be able to use it, but that they "...should make use of external electricity supply while parked at gates or at outfield positions at airports." (European Parliament 2022d). Commercial passenger aircraft should completely turn off their engines while parked (European Parliament 2022d).

Finally, whereas the Commission's proposal does not mention the railways, the European Parliament

adopts an amendment that points out that “there are still an estimated 6,000 diesel trains in service today” (European Parliament). The further deployment of alternative fuels infrastructure in the rail sector is therefore necessary. A shift away from fossil fuels powered trains should urgently be ensured (European Parliament 2022d). Since the European Parliament has approved this negotiating position for the AFIR at its plenary session on 19 October 2022, the MEPs can now start the trilogue negotiations with the Council of the European Union on the final version of this legislation.

5. Conclusion

The decarbonisation of the transport sector is a key target for reaching climate neutrality by 2050. The European transport sector is currently undergoing a transformation towards near carbon neutrality with the aim to reach a 90% reduction of GHG emissions by 2050 based on 1990 levels.

The revision and repeal of the AFID and the introduction of the AFIR is one key legislation to help shifting the transport sector towards sustainable, renewable, and efficient energy solutions across all transport modes.

The new law will be a “regulation,” which will apply immediately across all EU Member States once it is adopted. This can be considered being an improvement compared to the AFID of 2014, as it increases the chances that the EU Member State will fulfil their duties under the Regulation AFIR better than under the Directive of 2014.

The AFIR is expected to ensure that adequate deployment of the alternative fuel infrastructures like recharging and refuelling infrastructure, and hydrogen fuelling stations are expected to be deployed across the EU. The AFIR will ensure that aircraft and ships have access to onshore or respectively terminal electricity supply in major ports and airports. In addition, hydrogen refuelling stations will be deployed (COM (2021) 559 final).

The Council has agreed on the general approach on the AFIR in June while the European Parliament’s plenary has adopted its position on 19 October 2022, allowing now the trilogue negotiations between the Council, the Commission, and the European Parliament to start.

In contrast to the Council, which basically followed the key targets of the Commission’s proposal, the European Parliament wants to set more decisive targets in many areas of the AFIR. However, in the trilogue negotiations, the targets of the AFIR could be watered down by the EU Member States. The final agreement in the trilogue negotiations will show in how far the European Parliament’s amendments can be implemented or if they will be replaced by weaker targets based on compromises with the Council.

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