

**【欧州】 【Common】**

Common - “Fit for 55” package: European Parliament and the Council of the European Union reach political agreement on new Regulation for the deployment of alternative fuels infrastructure (AFIR)

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**【概要 : Summary】**

Based on the European Green Deal’s target to reach carbon neutrality by 2050, the EU introduced a mid-term reduction target of at least 55% by 2030. Accordingly, on 14 July 2021, the European Commission presented the “Fit for 55” package with the necessary legal revisions and proposals of EU laws.

The “Fit for 55” package also includes the revision of the Alternative Fuels Infrastructure Directive (AFID) of 2014 (2014/94/EU). The revision and repeal of the AFID has become necessary because the Directive had 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 proposal on an Alternative Fuels Infrastructure Regulation (AFIR) (COM/2021/559 final) has the main objective to ensure the adequate deployment of the alternative fuel infrastructures also including hydrogen fuelling stations across the EU and to offer sufficient access to recharging or refuelling road vehicles, aircraft, ships, and barges with alternative fuels. Furthermore, the AFIR should also ensure that aircraft and ships have access to onshore or respectively terminal

electricity supply in major ports and airports, respectively. The AFIR is also expected to end consumer concerns about the difficulty to recharge or refuel a vehicle, and also paves the way for a user-friendly recharging and refuelling, with full price transparency, common minimum payment options and coherent customer information across the EU.

Thereby, the new legislation should help shifting the EU’s transport sector towards sustainable, renewable, and efficient energy solutions across all transport modes. It is expected to enable the transition to zero-emission transport and contribute to the EU’s target of reducing net GHG emissions by at least 55% by 2030, compared to 1990 levels.

After the Council of the European Union and the European Parliament reached their political provisional agreement, the co-legislators will now have to formally approve the new legislation. Thereby, they will pave the way to the introduction of an important piece of legislation that will ensure the deployment of sufficient and user-friendly alternative fuels as well as electricity supply to moored vessels and stationary aircraft.

**【記事 : Article】****1. Background of the revision of the 2014 Alternative Fuels Infrastructure Directive (2014/94/EU)**

The transport sector is responsible for almost 25% of the EU's total GHG emissions and road transport is responsible for 71% of the transport sector's GHG emissions, followed by aviation (14.4%), ships (13.5%), trains (0.5%) and others (0.5%) (General Secretariat of the Council 2022). On 11 December 2019, the European Commission presented the European Green Deal of (COM/2019/640 final). It sets a net-zero GHG emissions target to be reached by 2050 and to reduce the transport sector's GHG emissions by 90%. The European Climate Law (Regulation (EU) 2021/1119) establishes a framework for achieving these European Green Deal's targets by introducing a mid-term target of reducing GHG emissions by at least 55% by 2030, compared to 1990 levels (European Commission n.d.a).

On 14 July 2021, the European Commission presented the "Fit for 55" package with the necessary legal proposals for the revision of EU laws, including the revision of the Alternative Fuels Infrastructure Directive (AFID) (Directive 2014/94/EU). The AFID will have to be revised as part of the "Fit for 55" package to establish the preconditions for the deployment of a sufficient network of recharging and refuelling infrastructure.

The background of the revision of the AFID is that while the Directive of 2014 (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. To replace the 2014 AFID, the Commission proposed a Regulation on alternative fuels infrastructure (COM/2021/559 final), rather than a Directive, because once adopted after the trilogue negotiations, it will apply immediately

across all EU Member States (COM/2021/559 final). Thereby, legally set and binding minimum requirements for EU Member States will give the 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.

**2. The proposal on an Alternative Fuels Infrastructure Regulation (AFIR) (COM/2021/559 final)**

The main objective of the proposal Alternative Fuels Infrastructure Regulation (AFIR) (COM/2021/559 final) is to ensure sufficient access to an alternative fuels' infrastructure network for recharging or refuelling road vehicles, aircraft, ships, and barges with alternative fuels (General Secretariat of the Council 2022). The AFIR sets concrete targets for deploying such infrastructure in the EU in the upcoming years and to provide alternative solutions of power supply (COM (2021) 559 final). The Alternative Fuels Infrastructure Regulation will require the EU Member States to expand public charging capacity in line with zero-emission car sales (COM (2021) 559 final). In addition, hydrogen refuelling stations will be deployed for light, but also for heavy duty vehicles (COM (2021) 559 final). Therefore, the AFIR proposal is most important for speeding up the deployment of all zero- and low-emission infrastructure for the adoption of alternative fuels in the transport sector.

On 2 June 2022, the Transport, Telecommunications and Energy Council adopted its general approach on three of the transport related "Fit for 55" Package proposals, including the Regulation on the deployment of alternative fuels infrastructure (COM/2021/559 final) proposal (General Secretariat of the Council 2022).

The MEPs of the European Parliament 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 2022). Therefore, on 19 October 2022, the European Parliament's Plenary voted in favour of the amendments of 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 network, and other improvements compared to the European Commission's proposal.

Thereafter, the trilogue negotiations started to find a final compromise agreement on the details of the legislation on AFIR. The main question was if the European Parliament's amendments could be implemented or if they will be replaced by weaker targets based on compromises with the Council.

### 3. Main topics of the European Parliament's and the Council's political agreement on the new AFIR

On 28 March 2023 it was announced that the Council of the European Union and the European Parliament had reached a provisional political agreement on the deployment of alternative fuel infrastructure under the proposal COM (2021) 559 final.

The main objective of the new AFIR is to set the legislative framework for a swift deployment of the alternative fuels infrastructure throughout the EU to ensure that there is a sufficient alternative fuels infrastructure network for recharging or refuelling road vehicles or shore-side electricity to vessels at berth and to provide electricity to stationary aircraft (European Commission 2023a). It will set mandatory deployment targets for electric recharging and hydrogen refuelling infrastructure for the road sector, shore-side electricity supply in maritime and inland waterway ports, and for electricity supply to stationary aircraft.

This will enable the use of zero-emission road vehicles, in particular electric and hydrogen light- and heavy-duty vehicles, as well as

electricity supply to moored vessels and stationary aircraft, with the main deployment targets to be met in 2025 or 2030.

The main elements in the political provisional agreement retained from the European Commission's proposal include key fundamental aspects of the coverage of deadlines and some key overall parameters. Regarding the recharging of light-electric vehicles, requirements in 2025 and 2030 for the provision of recharging requirements for the total power capacity and the trans-European network-transport (TEN-T) coverage must be provided based on the size of the registered fleet.

Regarding the recharging infrastructure, the coverage requirements for recharging electric and refuelling of hydrogen under the TEN-T coverage by 2030 has to start in 2025 for electric heavy-duty vehicles and finally, the supply of shore-side electricity to ships will be applicable from 2030 (Council of the EU 2023a).

The gradual process of infrastructure deployment is set to start in 2025 aiming at covering all TEN-T roads by 2030 in case of electric heavy-duty vehicles, due to the less developed market for these vehicles compared to light vehicles. Regarding the expected significant technological and market developments that will affect heavy-duty vehicles, the text of the provisional agreement includes a clause on a specific review in the short term, whereas the whole regulation will be also reviewed in the medium term (Council of the EU 2023a).

Regarding the hydrogen fuelling, the requirements focus on the deployment of gaseous hydrogen refuelling infrastructure with a particular attention to urban nodes and multimodal hubs (Council of the EU 2023a). Regarding the electric recharging requirements and investments into the network, they need to be compatible with the wide range of circumstances and proportionate to the needs. The electric recharging pools' total power has been adapted and the maximum distance

between recharging pools for road sections with very low traffic was increased.

Regarding onshore power supply in maritime ports, provisions are now fully consistent with the recently agreed FuelEU maritime proposal (Council of the EU 2023a).

Regarding the recharging infrastructure for cars and vans, it will have to be introduced at the same pace as electric vehicles are taken up. The Council and the Parliament agreed that for each registered battery-electric car in a given Member State, a power output of 1.3 kW must be provided by publicly accessible recharging infrastructure. In addition, every 60 km along the trans-European transport (TEN-T) network, fast recharging stations of at least 150 kW need to be installed from 2025 onwards (European Commission 2023a).

Regarding the recharging stations dedicated to heavy-duty vehicles, there will have to be deployed stations with a minimum output of 350 kW every 60 km along the TEN-T core network, and every 100 km on the larger TEN-T comprehensive network from 2025 onwards. There will have to be installed recharging stations dedicated to heavy-duty vehicles at safe and secure parking areas for overnight recharging as well as in urban nodes for delivery vehicles (European Commission 2023a). The hydrogen refuelling infrastructure can serve both cars and lorries must be deployed from 2030 onwards in all urban nodes and every 200 km along the TEN-T core network, ensuring a sufficiently dense network to allow hydrogen vehicles to travel across the EU (European Commission 2023a). Hydrogen refuelling stations must at least be deployed on main roads every 200 km by the end of 2030 and at least one refuelling station in every urban node (Council of the EU 2023b). Every refuelling station will have a designed capacity to provide 1 tonne of hydrogen per day, at 700 bar (Council of the EU 2023b).

Furthermore, regarding maritime ports, ports with at least 50 port calls by large passenger vessels, or 100 container vessels calls must provide

shore-side electricity for such vessels by 2030. The shore-side electricity provision is expected to significantly reduce air pollution and GHG emissions of these port areas (European Commission 2023). Moreover, airports will have to provide electricity to stationary aircraft at all gates by 2025, and at all remote outfield positions by 2030 (European Commission 2023a). Finally, operators of electric recharging and hydrogen refuelling stations must ensure full price transparency, offer a common ad hoc payment method such as debit or credit card, and make relevant data available through electronic means, thereby ensuring the customer is fully informed. The AFIR is expected to enable the transition to zero-emission transport and contribute to the EU 's target of reducing net GHG emissions by at least 55% by 2030 and to end consumer concerns about the difficulty to recharge or refuel a vehicle (European Commission 2023a).

The European Commission welcomed the political agreement reached between the European Parliament and the Council on the AFIR to increase the availability of alternative fuels infrastructure like publicly accessible electric recharging and hydrogen refuelling stations across the EU's main transport corridors and hubs (European Commission 2023b). The Executive Vice-President for the European Green Deal Frans Timmermans underlined that this agreement ensures that there are sufficient and user-friendly options available throughout Europe, for both cars, and heavy-duty vehicles (European Commission 2023a). By significantly increasing the number of publicly accessible electric recharging and hydrogen refuelling stations, in particular across the EU's main transport corridors and hubs, and by making a minimum of recharging and refuelling infrastructure available across the EU, the regulation will enable the use of zero-emission road vehicles, electric and hydrogen light- and heavy-duty vehicles, as well as electricity

supply to moored vessels and stationary aircraft (European Parliament 2023).

The AFIR is expected to end consumer concerns about the difficulty to recharge or refuel vehicles running on alternative fuels and to ensure sufficient and user-friendly alternative fuels infrastructure for road, shipping, and aviation (European Commission 2023a).

After the political provisional agreement has been reached, the Council and the European Parliament will have to formally approve the new legislation. The Council's Swedish presidency intends to submit the text to the EU Member States' representatives (Coreper) as soon as possible with a view to its formal adoption by one of the upcoming Council meetings (Council of the EU 2023a). Once this process is completed, the new rules will be published in the Official Journal of the European Union and enter into force after a transitional period of 6 months.

#### 4. Conclusion

Under the 2014 Alternative Fuels Infrastructure Directive (AFID), the EU Member States had to develop national policy frameworks (NPFs) for deploying publicly available refuelling and recharging points, thereby providing the long-term security needed for investments in the technology for alternative fuels and vehicles powered by alternative fuels. However, the AFID did only partially lead to the introduction of alternative fuel infrastructure, as 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, as part of the "Fit for 55" package, the Alternative Fuel Infrastructure Regulation (AFIR) was proposed as an important legislation to introduce the necessary measures to deploy more recharging and refuelling stations for alternative fuels across Europe. The AFIR reformulates provisions concerning the EU Member

States' national policy frameworks for the deployment of alternative fuels infrastructure. Thereby, it is expected to ensure the availability of sufficient and user-friendly alternative fuels infrastructure in the EU by 2025 or by 2030, respectively, and to significantly reduce the carbon footprint in road transport, maritime transport, and aviation. The political provisional agreement found between the Council of the European Union and the European Parliament on the AFIR is expected to get the final approval in the near future and it will then enter into force after its publication in the Official Journal of the European Union.

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