

Deployment of alternative fuels infrastructure

2021/0223(COD) - 04/10/2022 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted a report by Ismail ERTUG (S&D, DE) on the proposal for a regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council.

The committee recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

Mandatory recharging

The proposed Regulation sets out **minimum national targets** for the deployment of sufficient alternative fuels infrastructure in the Union, for road vehicles, vessels, **trains** and stationary aircraft. It lays down common technical specifications and requirements on user information, data

provision and payment requirements for alternative fuels infrastructure. Member States should present their deployment plans for this infrastructure by 2024.

Targets for electric recharging infrastructure dedicated to light-duty vehicles

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. Following a reasoned request by a Member State, the Commission may grant an exemption from the maximum distance requirement for TEN-T roads with a total annual average daily traffic of less than 1500 light-duty vehicles, provided that the infrastructure cannot be justified in socioeconomic cost-benefit terms. Where such a derogation is granted, Member States may allow a higher maximum distance of up to 100km between recharging points.

In densely populated areas and regions with a lack of available off-street parking or high uptake in registered light duty electricity vehicles, Member States shall ensure that the number of publicly accessible recharging stations is increased accordingly in order to provide the necessary infrastructure and support the market development.

Member States should ensure that all publicly accessible recharging pools along the TEN-T comprehensive network that allow cycle traffic, are equipped with a household power plug that allows for charging of electric power cycles. The report stated that in the case of rapid market uptake of electric vehicles in any relevant reporting period, Member States should shorten the specified deadlines accordingly and increase the targets for recharging pools accordingly.

Targets for electric recharging infrastructure dedicated to heavy-duty vehicles

For trucks and buses, the same requirements would apply by 2026, but only on core TEN-T networks. Parliament also want charging stations for trucks in a safe and secure parking place to be deployed more quickly: two charging stations from 2028 instead of one from 2031 as proposed by the Commission. In all cases, some deployment exemptions would apply to outermost regions, islands and roads with very little traffic.

Targets for hydrogen refuelling infrastructure of road vehicles

The amended text suggested setting up more hydrogen refuelling stations along main EU roads compared to the Commission proposal (every 100 km as opposed to every 150 km) and to do it faster (by 2028 as opposed to by 2031).

Simple recharging and maintenance

Parliament advocates the simplification and harmonisation of recharging stations. 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. Additionally, if possible, devices using an internet connection with which for instance a **Quick Response code** can be specifically generated and used for the payment transaction may be provided.

Operators of publicly accessible recharging points should ensure that the recharging stations operate correctly throughout their commercial lifetime. Regular maintenance and repair should be executed as soon as any **malfunction** is detected.

Signposting should also be deployed at an appropriate distance on the TEN-T road network leading up to parking and rest areas where such alternative fuels infrastructure is installed.

Members also called for 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.

Maritime transport

According to Members, 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.