**Follow-up to the European Parliament resolution on deployment of infrastructure for alternative fuels in the European Union: time to act!**

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2. **Reference numbers:** 2018/2023 (INI) /A[8](http://www.europarl.europa.eu/sides/getDoc.do?type=REPORT&mode=XML&reference=A8-2016-0345&language=EN) /0297/2018 / P8\_TA-PROV(2018)0438
3. **Date of adoption of the resolution:** 25 October 2018
4. **Subject:** deployment of alternative fuels infrastructure
5. **Competent Parliamentary Committee:** Committee on Transport and Tourism (TRAN)
6. **Brief analysis/ assessment of the resolution and requests made in it:**

The resolution welcomes the Action Plan on Alternative Fuels Infrastructure. It notes the need to accelerate the rollout of infrastructure for alternative fuels, in view of the urgent need to decarbonise the transport sector. It furthermore points to the relevance of technological neutrality as the starting point for roll out of infrastructure and notes the need to focus on low- and zero-emission tailpipe solutions, whereas relevance of natural gas as an alternative in long-distance heavy-duty freight and shipping sectors is emphasized. The resolution highlights the benefits of electrification (both battery-and fuel-cell electric) of the road vehicle fleet in view of possible auxiliary services provided to electricity grids and consumer benefits.

The resolution underlines the need for stepping up efforts at European level, and points forth a number of regulatory and financial support actions that should be taken.

Suggestions regard regulatory measures: the resolution invites the Commission to bring forward a revision of Directive 2014/94/EU, while maintaining the current definition of alternative fuels included in its Article 2. It furthermore requires the Commission to work on the proper implementation of the directive, including follow-up on the national policy frameworks of the Member States. The resolution suggests replacing national policy frameworks with more efficient instruments, including binding, enforceable targets. Member State should have flexibility in determining how to reach them. Targets for new infrastructure should take into account projected future travel demand, vehicle roll out estimates, the increased relevance of stationary and mobile storage options as well as future technology developments in batteries.

Furthermore, the resolution points to the need of broadening the scope of the directive from a primary focus on the TEN-T core network towards the broader TEN-T comprehensive network and particular urban areas. The directive should also set mandatory requirements for hydrogen infrastructure, noting the need to ensure a level playing field between all technologies, according to the resolution. The attention of the Commission and of the Member States is drawn to the needs of alternative fuels infrastructure for collective and public transport services, where Sustainable Energy Action Plans of local authorities should provide concrete impetus. Directive 2014/94/EU is also required to complement climate-related objectives with objectives on air quality.

In addition to a revision of Directive 2014/94 the resolution encourages a review of Directive 1999/94/EC on consumer information on cars, as well as drawing up a regulation on roaming on alternative publicly accessible fuels infrastructure. The relevance of open access to recharging points, transparent price information, interoperable services and free choice for consumers are highlighted as key factors for a functioning system that needs to also ensure grid stability and hence deploy smart charging.

Member States are also requested to review their energy taxation schemes. The resolution also calls for a joint effort of the Commission, the Member States and the industry to establish a common LNG (liquefied natural gas) Blue corridors project for ships.

Financial support measures: with regard to the requested broadening of the scope of Directive 2014/94/EU the resolution calls upon the Commission to extend the scope of the Connecting Europe Facility (CEF) accordingly. The resolution welcomes efforts to provide additional EUR 800 million under the CEF blending call and CEF debt instrument, but urges the Commission to increase funding, supporting both deployment and operation, with a particular focus on public transport operators. It suggests addressing investment needs of up to EUR 25 billion by pairing the European Union contributions (10%) with industry contributions (90%) in a dedicated European Union fund, to be managed by INEA, the European Innovation and Networks Executive Agency.

The resolution also welcomes the support provides to batteries development under the Battery Alliance approach and calls upon the Commission to extend this approach to fuel cells as well. In this context, the resolution also calls on the Commission to assess the feasibility of life cycle assessment for all alternative fuels, batteries and powertrain solutions.

1. **Response to requests and overview of action taken, or intended to be taken, by the Commission:**

The Commission welcomes the resolution. The need for accelerating action on the roll out of alternative fuels infrastructure has been identified in the Action Plan and a set of support measures have been proposed, which are positively regarded in the resolution.

With regard to the request to revise Directive 2014/94/EU, the Commission points to Article 10 (5) of that directive, which entitles the Commission to review the implementation of the directive and submit, if appropriate, a proposal to amend it by 31 December 2020. It further notes the relevance of its Better Regulation procedure for reviewing parts of the acquis. The Commission will start an ex-post evaluation of Directive 2014/94 in 2019, taking into account national implementation reports from the Member States, which are due by 18 November 2019. The ex-post evaluation will identify the achievements and shortcomings in the implementation of this directive, which has been adopted in 2014 only.

If the evaluation detects major shortcomings in the implementation of the directive, the Commission will consider the relevance of carrying out an Impact Assessment under the Better Regulation procedure to identify options for revising the directive and assessing its impacts. Such assessment should look broadly into different options, including, as suggested in the resolution, the possible adoption of binding targets, the extension of the scope of the directive or the provision of requirements to ensure user accessibility, services interoperability and transparent pricing, among others.

The Commission takes note of the particular focus on the needs of public transport, and the role and relevance of public procurement. The Commission has proposed to amend Directive 2009/33/EC, which is currently under discussion with the co-legislator. The Commission has furthermore started a Clean Bus Deployment initiative, which seeks to engage public authorities and industry actors to build up a pipeline of projects.

In view of the recommendations to support open, accessible, seamless, transparent and interoperable infrastructure and services, the Commission would like to point to actions already taken in the context of the implementation of the Action Plan on Alternative Fuels. For example, two programme support actions will start under the Connecting Europe Facility to support Member State authorities with data collection and a common approach to identifying electric mobility actors as well as putting into place the common fuel price comparison methodology, while work is continuing on the implementation of relevant delegated regulations under Directive 2010/40/EC on real-time traffic and multi-modal travel information services. The Commission is working on a revision of the Sustainable Urban Mobility Plan (SUMP) concept to also include information on the roll out of alternative fuels infrastructure in urban areas. It has furthermore intensified interactions with the Member States on the implementation of national policy frameworks through the Sustainable Transport Forum of the Commission.

On financing, the Commission is working to establish a blending facility under the Connecting Europe Facility. It will simplify access to European Union financing. It will make this accessible, on a flexible “first came first assessed” basis when the projects reach sufficient maturity. In view of the good response to the current approach of blending grants and loans under CEF calls for proposals in the area of deployment of alternative fuels, and building on the progress within the Cleaner Transport Facility, this appears to be a promising way forward. The Commission notes that awards of grants and loans to projects shall always take place according to the legal basis of the respective funding programs (i.e. the CEF, the European structural and investment funds, the European Fund for Strategic Investment and future InvestEU), with a thorough due diligence of the proposal in terms of its financial solidity and value added. Suggestions of the resolution are hence relevant for blending operations under the next programming period, where the Commission proposal for the future Connecting Europe Facility already foresees a broadened focus on the TEN-T core and comprehensive network.