

Deployment of alternative fuels infrastructure

In July 2021, the European Commission presented the 'fit for 55' package – a set of proposals to make the EU's climate, energy, land-use, transport and taxation policies fit to reduce net greenhouse gas (GHG) emissions by at least 55 % by 2030. The package includes a proposal to revise rules on deployment of alternative fuels infrastructure. Following a vote in its Committee on Transport and Tourism (TRAN), the European Parliament is due to vote on its position during the October II plenary session, with a view to starting interinstitutional negotiations.

Background

The EU's target for 2030 of reducing GHG emissions by at least 55 % compared with 1990 levels is enshrined in the June 2021 European Climate Law. On 14 July 2021, the Commission published the fit for 55 package, with legislative proposals to deliver on the targets agreed in the Climate Law. To cut emissions from the transport sector, the package includes proposals to reduce CO₂ emissions from road vehicles and introduce targets for use of sustainable fuels in aviation and shipping. Moreover, to further boost take-up of alternatively fuelled vehicles and ensure sufficient infrastructure for increased use of such vehicles, the package includes a proposal that sets targets for the deployment of alternative fuel recharging and refuelling stations in EU Member States.

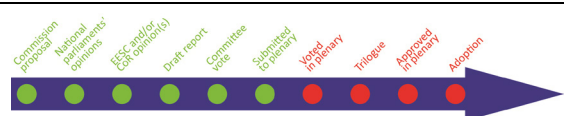
European Commission proposal

The Commission [proposes](#) to repeal the current rules set in the 2014 Directive on the deployment of alternative fuels infrastructure, and replace them with a regulation to ensure quicker and more coherent development of the EU infrastructure network. While the current rules require Member States to establish national policy frameworks to ensure sufficient coverage of electric recharging and natural-gas refuelling infrastructure, the proposed regulation sets mandatory national targets for: the deployment of alternative fuels infrastructure in the EU; road vehicles and vessels; and electric charging for stationary aircraft. As regards electric charging infrastructure for light-duty vehicles, for instance, the proposal puts forward fleet-based targets, i.e. targets for the power output of electric charging points per electric vehicle (1 kW for every electric light-duty vehicle registered). It also proposes distance-based targets – requirements to have charging points of prescribed power output for light- and heavy-duty vehicles at certain distance intervals along EU road networks (maximum distance between charging stations for light-duty vehicles on TEN-T roads should be 60 km).

European Parliament position

Parliament's TRAN committee adopted its [report](#) on 3 October 2022. The report proposes a number of targets that are more ambitious than the Commission proposal's. For electric charging along the EU's road network, it includes, for instance, higher power output requirements per charging station, and some infrastructure targets to be achieved earlier. For fleet-based targets, the report envisages faster roll-out of infrastructure where electric-vehicle uptake has been low to date. The Council adopted its negotiating [position](#) in June 2022. The European Parliament is set to vote on the TRAN committee report during its October II session, with a view to starting negotiations with the Council on the final wording of the rules.

First-reading report: [2021/0223\(COD\)](#); Committee responsible: TRAN; Rapporteur: Ismail Ertug (S&D, Germany). For further information see our 'EU Legislation in progress' [briefing](#).



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