

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 provisional agreement between negotiators of the European Parliament and the Council, Parliament is due to vote on the agreed text during its July plenary session.

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.

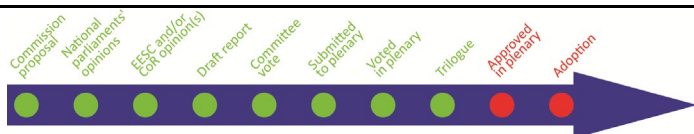
European Commission proposal

The Commission [proposed](#) to repeal the 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 deploying alternative fuels infrastructure in the EU for road vehicles and vessels, and electric charging for stationary aircraft. For electric charging infrastructure for light-duty vehicles, the proposal puts forward fleet-based targets for the power output of electric charging points per electric vehicle. It also proposes distance-based targets for charging points of prescribed power output for light- and heavy-duty vehicles at minimum intervals on EU road networks.

European Parliament position

A [provisional agreement](#) was reached on 28 March 2023. The agreed text sets targets for developing recharging stations for electric vehicles to take account of the uptake of electric vehicles, targets for alternative fuels infrastructure along TEN-T roads, hydrogen refuelling, supply of electricity to ships at the quayside in ports, and for stationary aircraft at airports. For example, electric charging pools for cars with at least a 400 kW power output will have to be deployed at least every 60 km along core TEN-T networks in each direction by the end of 2025, with output increasing to 600 kW by the end of 2027. Fleet-based targets are also set, linking infrastructure development to the number of electric vehicles registered. Charging infrastructure requirements are also envisaged for heavy-duty vehicles. By 31 December 2030, publicly accessible hydrogen refuelling stations would also have to be deployed along the TEN-T core network, at a maximum distance of 200 km from each other. The Parliament's TRAN committee [approved](#) the agreed text, which is now set to be voted by the full house. It then needs to be formally approved by the Council.

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



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