

SUSTAINABLE & SMART MOBILITY STRATEGY

Fit for 55 package –

the new regulation on the deployment of
alternative fuels infrastructure, and repealing
Directive 2014/94/EU



Overview of the structure of the regulation

- Change from Directive to Regulation
- Changes in the scope and definition
- Mandatory infrastructure deployment targets for road, maritime and aviation
- Improving the quality of / user experience at electric recharging and hydrogen refuelling infrastructure
- Technical specifications to improve interoperability
- Reporting mechanisms to ensure that targets are met

Definitions

- Publicly Accessible
 - All recharging points that are located in areas that are accessible to the general public, incl. on-street, in publicly accessible parking lots, private retail or restaurant parkings, irrespective if the parking is reserved for clients or if parking fees apply
 - Non publicly accessible are only recharging points that are located in areas where access is restricted to a limited, determinate circle of persons, such as parking lots in office or apartment buildings, private depots, dedicated car-sharing parking lots, parking lots reserved for pre-registered hotel guests, sports club members etc.
- Along TEN-T (Art 3, 4 and 6)
 - Electric Recharging: 3 km driving distance from the nearest exit of a TEN-T road
 - Hydrogen refuelling: 10 km driving distance from the nearest exit of a TEN-T road

Art 3, Electric Recharging LDV

- **Fleet based target**
 - 1.3 kW power output per BEV and 0.8 kW power output per PHEV
 - Target to be met on 31 December of every year, starting from 2024
 - “Sunset clause”: target no longer applies once share of BEV in national LDV fleet reaches 15%
- **Distance based target**
 - TEN-T core, every 60 km in each direction:
 - 400 kW power output (at least one 150 kW recharging point) by 31st December 2025
 - 600 kW power output (at least two 150 kW recharging points) by 31st December 2027
 - TEN-T comprehensive, every 60 km in each direction:
 - 300 kW power output (at least one 150 kW recharging point) by 31st December 2027 on 50% of the network
 - 300 kW power output (at least one 150 kW recharging point) by 31st December 2030 (100% of the network)
 - 600 kW power output (at least two 150 kW recharging points) by 31st December 2035 (100% of the network)
- **Derogations (to be requested by Member States)**
 - 50% reduced power output on roads with less than 8,500 LDV/day
 - Increased distance of up to 100 km on roads with less than 3,000 LDV/day

Art 4, Electric Recharging HDV

- **By 31st December 2025, on at least 15% of TEN-T Core and Comprehensive network:**
 - Maximum 120 km between recharging pools
 - 1,400 kW power output, at least one 350 kW recharging point
- **By 31st December 2027, on at least 50% of TEN-T Core and Comprehensive network:**
 - Maximum 120 km between recharging pools
 - TEN-T Core: 2,800 kW output, at least two 350 kW recharging points
 - TEN-T Comprehensive: 1,400 kW output, at least one 350 kW recharging point
- **By 31st December 2030, on the whole TEN-T core and comprehensive network:**
 - Maximum 60 km between recharging pools on TEN-T Core, 100km on TEN-T Comprehensive
 - TEN-T Core: 3,600 kW output, at least two 350 kW recharging points
 - TEN-T Comprehensive: 1,400 kW output, at least one 350 kW recharging point
- **Derogations** (to be requested by Member States)
 - 50% reduced power output on roads with less than 2,000 HDV/day
 - Distance up to 100 km on TEN-T core roads with less than 800 HDV/day

Art 4, Electric Recharging HDV

Location based target

- **Recharging stations at Safe and secure Parking Areas:**
 - At least two 100 kW recharging stations at every safe and secure parking area by 2027
 - At least four 100 kW recharging stations at every safe and secure parking area by 2030
- **Recharging stations at Urban Nodes:**
 - Min. 900 kW installed power per urban node by 2025
 - Min. 1,800 kW installed power per urban node by 2030
 - Targets to be met through recharging stations with individual power output of min. 150 kW

Art 6, Hydrogen refuelling (LDV & HDV)

- **Location based target**
 - 1 refuelling station in every urban node by 2030 with 1 t/day capacity, 700 bars
- **Distance based target** (can be counted towards the target in urban nodes)
 - TEN-T core network, every 200 km serving both directions by 2030 (1 t/day capacity, 700 bars)
- **Derogations** (to be requested by Member States)
 - Reduced capacity to 500 kg/day on roads with less than 2,000 HDV/day
- **Trajectory and future development**
 - Member States shall set out a clear linear trajectory towards meeting the 2030 target under their national policy framework, outlining a clear indicative target for 2027
 - TEN-T comprehensive network as well as the deployment of refuelling stations serving liquified hydrogen will be analysed under the review foreseen for 2026

Art 8, Liquified methane, road

- Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refueling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

User aspects (Art 5 / 7)

- Price Transparency
 - Addressed to charge point operators (ad hoc) and mobility service providers (contract based payment)
 - Non-discrimination requirements reinforced also vis-à-vis mobility service providers
- Payments
 - Bank card payment available at all recharging points (> 50 kW through NFC or payment terminal)
- Smart Charging readiness for all new recharging points
- User information, existing provision from AFID on fuel price comparison and fuel labelling (Art 19)
- Data Provisions (Art 20)
 - Availability of static and dynamic data (partly defined in directive, partly through delegated/implementing acts). Data provision through National Access Points (ITS directive) and facilitated through Common EU Access Point.

Art 5, Recharging infrastructure (operation)

- Ad hoc payment at all publicly accessible recharging points
 - For new: payment card readers / NFC / (for <50kW internet payments)
 - Existing points > 50kW along TEN-T to be retrofitted by 1 January 2027
- Consumer choice on payments also when automatic authentication is offered
- Operators to charge reasonable prices also vis-à-vis mobility service providers, price differentiation must be justified
- Make available ad hoc price and all price components (price per session, minute, kWh). At > 50 KW recharging points only price per minute and price per kWh are allowed
- Mobility service providers to make prices and all fees available before the start of the recharging session
- All recharging points to be digitally connected and all new ones smart recharging capable

Art 20, Data provisions

- Member States to appoint an Identification Registration Organisation ('IDRO')
- Operators of recharging and refuelling points to provide static and dynamic data through the National Access Points at no costs
 - Static: geographic location, number of connectors, no. of parkings for persons with disabilities, contact information, opening hours. For recharging only: identification code of operator, type of connector, current (DC or AC), max power output of station and point (kW), vehicle type compatibility.
 - Dynamic: operational status, availability, ad hoc price, 100% renewable electricity supply contract
- Member States to ensure non-discriminatory access to that data through their National Access Points (Directive 2010/40EU)
- Common European Access points as gateway to be established by 2027
- Commission is empowered to adopt delegated acts for additional data types and implementing acts for data format/frequency/quality and for procedures to provide and exchange data

Reporting

- National Policy frameworks (Art 14)
 - Member States to draft National Policy Frameworks (draft by 1.1.2025, final version 1.1.2026)
 - Detailed Target setting in line with mandatory targets
 - Measures to support the roll out of that infrastructure
 - Development of detailed strategies for the use of clean fuels in waterborne transport and aviation
 - Iterative process with Commission
- Reporting (Art 15 – 18)
 - National progress reports (details in annex I) every two years
 - Reports on smart and bidirectional recharging every three years
 - Annual reporting on electric vehicle uptake and deployment of recharging points to ensure compliance with fleet based targets
 - Mechanism to ensure that targets are reached

Common technical specifications

- Keep existing specifications from AFID Annex II and those from additional delegated acts:
 - Regular and fast charging points
 - Hydrogen refuelling points
 - CNG refuelling

AFIR annex II norms new areas for common technical specifications

- Communication exchange vehicle, infrastructure, user
 - Mega-watt charging for trucks
 - Hydrogen dispenser for trucks
- Commission is enabled to demand international standardisation organisations (ESOs) to develop new standards, which can be transferred by means of delegated/implementing act

National policy frameworks and reporting

- **NPFs (Art 14)**

- 1st draft by Member States by 1.1.2025; final version by 1.1.2026
 - Detailed planning of targets and measures in coherence with the targets set by AFIR
 - Measures to support deployment of infrastructure
 - Measures to support rollout of infrastructure in other modes of transport
 - Iterative process with Commission

- **Reporting (Arts. 15 – 18)**

- National progress reports (details in AFIR Annex I) every two years
- Reports on smart and bidirectional recharging every three years
- Annual reporting on the development of the electric vehicle fleet and recharging infrastructure to ensure meeting targets under AFIR
- Progress tracking mechanism

Final Articles

- Art 24, Technology Readiness report on HDV by 31 December 2024 and Review by 31 December 2026 (and then every 5 years)
- Art 25, Directive 2014/94/EU is repealed the date AFIR comes into force (Annex IV sets out how references to that Directive are construed)
- Art 26, AFIR comes into force on the twentieth day following that of its publication in the Official Journal of the European Union but date of application 6 months later

The regulation shall be binding in its entirety and directly applicable in all Member States