

EU trilogue negotiators must urgently set ambitious charging and refuelling infrastructure targets

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The International Road Transport Union (IRU) and the European Automobile Manufacturers' Association (ACEA) call on the Council, the European Commission, and the European Parliament to urgently commit to ambitious targets for electric charging and hydrogen refuelling infrastructure for heavy-duty vehicles.

As the final stages of the trilogue negotiations on the Alternative Fuels Infrastructure Regulation (AFIR) are approaching, we urge EU policymakers to ensure that the necessary charging and refuelling infrastructure will be in place in time to enable the transition to climate neutrality. A dense network of charging and refuelling stations suitable for heavy-duty vehicles is an indispensable prerequisite for the sector to achieve the ambitious targets proposed by the new CO₂ standards for heavy-duty vehicles and the objectives set out in the 'Fit for 55' package.

Unfortunately, the positions taken by the European institutions fall significantly short of what is necessary to ensure that AFIR provides even the minimum level of charging and refuelling infrastructure that is required to meet the established targets. Only the ambition level expressed by the European Parliament comes close to matching and complementing the targets set by, and for, vehicle manufacturers and transport and logistics value chain.

According to recent ACEA calculations, a CO₂ reduction target of 45% by 2030, recently proposed by the European Commission, means that more than 400,000 zero-emission trucks will have to be on EU roads, and at least 100,000 new zero-emission trucks must be registered annually. This would require over 50,000 publicly accessible chargers suitable for trucks to be in operation in the EU within the next seven years, of which some 35,000 should be high-performance chargers (megawatt charging system). Additionally, it would require some 700-hydrogen refuelling stations. Since buses and coaches will also have to swiftly transition to zero-emission powertrain technologies, their industry specific charging and refuelling requirements will have to be reflected in AFIR.

An increasingly wide range of battery-electric trucks are in series production. They will soon be followed by the production of hydrogen-powered vehicles. While demand is increasing, it remains severely constrained by insufficient crucial enabling conditions, particularly the lack of charging and refuelling infrastructure.

As representatives of EU commercial road transport operators and vehicle manufacturers, we therefore call on the negotiators of the three EU institutions to:

- Support the level of ambition set for vehicle manufacturers by committing Member States to equally ambitious infrastructure targets.
- Enable the swift deployment of electric charging infrastructure for heavy-duty vehicles on the TEN-T core and comprehensive network, including in urban nodes, by 2025, and a full ramp-up by 2030, at the latest.

- Create the right conditions to allow the fast deployment of hydrogen refuelling infrastructure on the TEN-T core and comprehensive network, including in urban nodes, by 2027, at the latest.
- Ensure a robust presence of electric charging stations in every safe and secure parking area for commercial vehicles by 2027 and a full ramp-up by 2030.
- Seriously consider the distinct needs of heavy-duty vehicles by setting high power output requirements for electric charging infrastructure to allow business continuity, as well as full compliance with strict EU social legislation applicable to road transport.

IRU and ACEA call for trilogue negotiations on AFIR to be concluded as quickly as possible, in line with the aforementioned arguments, to provide the necessary legal and investment certainty to the commercial road transport sector.

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ABOUT ACEA

The European Automobile Manufacturers' Association (ACEA) represents the 14 major Europe based car, van, truck and bus makers: BMW Group, DAF Trucks, Daimler Truck, Ferrari, Ford of Europe, Honda Motor Europe, Hyundai Motor Europe, Iveco Group, Jaguar Land Rover, Mercedes-Benz, Renault Group, Toyota Motor Europe, Volkswagen Group, and Volvo Group. Visit www.acea.auto for more information.

ABOUT IRU

IRU is the world's road transport organisation, promoting economic growth, prosperity and safety through the sustainable mobility of people and goods. Founded in 1948, IRU has members and activities in more than 100 countries. Visit www.iru.org for more information.