



**European Committee
of the Regions**

COTER-VII/015

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OPINION

Towards zero emission road transport: Deploying alternative fuels infrastructure and strengthening CO₂ emission performance standards

THE EUROPEAN COMMITTEE OF THE REGIONS

- welcomes the intention to address vehicle emissions standards in order to achieve the objective of carbon neutrality. Cars and vans represent the biggest share of CO₂ emissions in transport in absolute terms, and average emissions from internal combustion engine cars are rising.
- considers the rollout of charging and refuelling infrastructure for alternative drive systems, in conjunction with the new CO₂ emission standards, and in particular the ramping up of electromobility, to be a key condition for achieving the climate targets at European, national and regional level. The EU's existing obligations relating to recharging and refuelling infrastructure requirements are not sufficient for this purpose.
- stresses that the transformation of the European automotive industry towards zero-emission vehicles is the most comprehensive structural change in the sector to date, with a multitude of impacts on workers, suppliers and car manufacturing groups in Europe and therefore calls on the European Commission to initiate a holistic and long-term strategic dialogue on the transformation of the automotive sector in the EU with all relevant stakeholders.
- urges the Commission to establish a "European Mechanism for a just transition of the automotive sector and regions" which should draw on European funds and make sure it addresses challenges in the regions most affected by the transformation and reaches all SMEs in the supply chain to adapt to the changes in the automotive value chain.
- underlines that research and mapping of the employment consequences and trends of a shift towards a climate-neutral automotive industry must be carried out. The Commission should thus evaluate the territorial impact of this Regulation on the automotive industry, workforce and regions.

Rapporteur

Adrian Teban (RO/EPP), Mayor of Cugir City, Alba County

Reference documents

Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council

COM(2021)559 final

Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards strengthening the CO₂ emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition

COM(2021) 556 final

Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: A strategic rollout plan to outline a set of supplementary actions to support the rapid deployment of alternative fuels infrastructure

COM(2021) 560 final

**Opinion of the European Committee of the Regions – Towards zero emission road transport:
Deploying alternative fuels infrastructure and strengthening CO₂ emission performance
standards**

I. RECOMMENDATIONS FOR AMENDMENTS

**Proposal for a Regulation of the European Parliament and of the Council amending Regulation
(EU) 2019/631 as regards strengthening the CO₂ emission performance standards for new
passenger cars and new light commercial vehicles in line with the Union's increased climate
ambition
COM(2021) 556 final**

Amendment 1

Recital (9)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
(9) (...) The strengthened CO ₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.	(9) (...) The strengthened CO ₂ emission reduction standards are only technology neutral in reaching the fleet-wide targets that they set if they take into account the CO₂ emissions of the fuel they use – including in their production. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles and vehicles driven on renewable e-fuels, advanced biofuels and biogas can continue to play a role in the transition pathway.

<i>Reason</i>
Low-emission vehicles and fuels like advanced biofuels need to be considered in a regional context where zero-emission electric vehicles are hard to deploy. See amendment below.

Amendment 2

Proposal for a new recital after recital (9)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
	(9a) Specific characteristics of regions (like geographical location, climatic conditions) may make it difficult to fully electrify cars and light

	<p><i>road transport vehicles. In such regions renewable e-fuel-powered, biofuel and hybrid vehicles, although they do not satisfy the zero tailpipe emissions definition, could have a more advantageous overall and flexible CO₂ emission performance than "zero-emission at tail-pipe"-vehicles and should therefore not be excluded from the single market from 2035 onwards. The European Commission should therefore seek a possibility how to take renewable e-fuel-powered, biofuel and hybrid vehicles into account when defining the fleet-wide targets that vehicle manufacturers must meet in due time before these target become operational. Specific guidance should be provided for the types of regions mentioned above on how to achieve the objective of climate-neutral mobility. In addition, they should be given targeted support from the various EU funds.</i></p>
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<i>Reason</i>
<p>Regions where geographic or climatic conditions make it hard to fully electrify road transport vehicles should be given support.</p>

Amendment 3

Recital (11)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
<p>(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. <i>Where appropriate</i>, financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised</p>	<p>(11) The targets in the revised CO₂ performance standards should be accompanied by a European mechanism for a just transition of the automotive sector and regions to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles, the green transition in the automotive industry, automotive supply industry and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. This European Mechanism for a just transition of the automotive sector and regions needs to provide financial support at the level of the EU, in the future with additional funds and currently through a coordinated use of funds like the</p>

<p>environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.</p>	<p><i>Social Climate Fund</i>, the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU <i>or the InvestEU's "Just Transition" scheme</i>, in line with State aid rules <i>and complemented through programmes in the Member States</i>. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.</p>
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<i>Reason</i>
<p>A legislative proposal with such far-reaching consequences for workers, industry and regions needs to foresee a concrete "Just Transition Mechanism" for the European automotive and supply industry as well as the regions where they are located. The impact will be felt above all on a regional level where re-skilling needs to take place together with the industry. Such a mechanism needs to be inclusive for the whole automotive sector and needs to be based on data that clearly maps the territorial impact of the legislation.</p>
<p>This amendment is linked to amendments 4 and 6.</p>

Amendment 4

Recital (24)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
<p>(24) The possibility to assign the revenue from the excess emission premiums to a specific fund or relevant programme has been evaluated as required pursuant to Article 15(5) of Regulation (EU) 2019/631, with the conclusion that this would significantly increase the administrative burden, while not directly benefit the automotive sector in its transition. Revenue from the excess emission premiums is therefore to continue to be considered as revenue for the general budget of the Union in accordance with Article 8(4) of Regulation (EU) 2019/631.</p>	<p>(24) The possibility to assign the revenue from the excess emission premiums to a specific fund or relevant programme has been evaluated as required pursuant to Article 15(5) of Regulation (EU) 2019/631, with the conclusion that this would significantly increase the administrative burden, while not directly benefit the automotive sector in its transition. Revenue from the excess emission premiums is therefore to continue to be considered as revenue for the general budget of the Union in accordance with Article 8(4) of Regulation (EU) 2019/631. <i>However, a "European Mechanism for a just transition of the automotive sector and regions" needs to provide targeted funding for regions from existing funds (as referred to in recital 11),</i></p>

	<i>based on a granular mapping exercise of territorial impacts of this legislation. The mid-term evaluation of the Multi Annual Financial Framework shall as a priority look into bundling of available funds from the above-mentioned sources into the "European Mechanism for a just transition of the automotive sector and regions".</i>
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<i>Reason</i>
<p>A "European Mechanism for a just transition of the automotive sector and regions" is necessary to support the automotive supply industry which represents an important economic sector in many European regions. While OEMs might be better prepared for the upcoming changes, the whole supply chain industry, mainly consisting of SMEs, might lack the strategic and internal financial capabilities to adapt their skills and production to the changes in the automotive value chain. Additional funds could become necessary for the JTF compared to the currently agreed EUR 17.5 billion in order for the JTF to sufficiently address the profound changes that the "Fit for 55" package will bring.</p> <p>This amendment is linked to amendments 3 and 6.</p>

Amendment 5

Article 1, point (9)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
<p>(9) the following Article 14a is inserted: 'Article 14a Progress report By 31 December 2025, and every two years thereafter, the Commission shall report on the progress towards zero emission road mobility. The report shall in particular monitor and assess the need for possible additional measures to facilitate the transition, including through financial means. In the reporting, the Commission shall consider all factors that contribute to a cost-efficient progress towards climate neutrality by 2050. This includes the deployment of zero- and low-emission vehicles, progress in achieving the targets for the roll-out of recharging and refuelling infrastructure as required under the Alternative Fuels Infrastructure Regulation, the potential contribution of innovation technologies</p>	<p>(9) the following Article 14a is inserted: 'Article 14a Progress report By 31 December 2023, and every two years thereafter, the Commission shall report on the progress towards zero emission road mobility. The report shall in particular monitor and assess the need for possible additional measures to facilitate the transition, including through financial means. <i>This assessment shall be based on a territorial impact assessment that identifies on NUTS 2 level the challenges for each region and how to mitigate the risks associated with these challenges.</i> In the reporting, the Commission shall consider all factors that contribute to a cost-efficient progress towards climate neutrality by 2050. This includes the deployment of zero- and low-emission vehicles, progress in achieving the</p>

and sustainable alternative fuels to reach climate neutral mobility, impact on consumers, progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility.';	targets for the roll-out of recharging and refuelling infrastructure as required under the Alternative Fuels Infrastructure Regulation, the potential contribution of innovation technologies and sustainable alternative fuels to reach climate neutral mobility, <i>progress and impact on a regional (NUTS II) level</i> , impact on consumers, <i>including of consumers of vulnerable groups</i> , progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility.';
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Reason
The impact of the legislation will be mainly felt on regional level and the Commission shall address via a granular mapping of territorial impact the challenges and risks associated with this transition.

Amendment 6

Article 1, point (10), point (b)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
(10) Article 15 is amended as follows: (b) paragraphs 2 to 5 are deleted,	(10) Article 15 is amended as follows: (b) paragraphs 2 to 4 are deleted, (c) <i>paragraph 5 is replaced by the following:</i> <i>5. In order to ensure to leave no one behind and make this transition socially fair, the Commission shall propose a "Just Transition Mechanism" for the automotive sector, including a multi-level dialogue with the concerned local and regional authorities (LRAs), taking into account the territorial impact of this Regulation as regards the transformation of the automotive production and supply industry and the impact on the regional economic structures and automotive workforce.</i>

Reason
While the Regulation in force foresees the possible introduction of a just transition financial aid programme, this aspect should be deleted with the legislative proposal. The original idea to fund just transition via revenue from the excess emissions premiums might not be sufficient to ensure a just

transition of all automotive regions and might not ensure the constant budgetary availability of financial resources.

The JTF alone, with the currently agreed EUR 17.5 billion might also not be sufficient to address the challenges from the "Fit for 55" package. It is therefore proposed to create a coordination mechanism for a just transition of the automotive sector and regions, tapping into the potential of the existing funds.

This amendment is linked to amendments 3 and 4.

**Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council
COM(2021)559 final**

Amendment 7

Recital (9)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
(...) Distance-based targets for the TEN-T network should ensure full coverage of electric recharging points along the Union's main road networks and thereby ensure easy and seamless travel throughout the Union.	(...) Distance-based targets for the TEN-T network should ensure full coverage of electric recharging points along the Union's main road networks and thereby ensure easy and seamless travel throughout the Union. <i>Where an investment in publicly accessible infrastructure proves to be difficult due to regional factors like geographical location or population density, the possibility of EU financial support should be provided.</i>

<i>Reason</i>
In order to be compliant with the trans-regional character of the TEN-T network, as well as to not impede European cohesion, the distance-based approach should be kept, however with a necessary financial support from either EU fund available; that is either for private or for public recharging points.

Amendment 8

Recital (10)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
National fleet based targets should be established on the basis of the total number of registered electric vehicles in that Member State following a common methodology that accounts for	National fleet based targets should be established on the basis of the total number of registered electric vehicles in that Member State, <i>plus a margin to be laid down of 10 to 20%</i> , following a

<p>technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into account the different recharging patterns of battery electric and plug-in hybrid vehicles. A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible recharging infrastructure should allow flexibility for the implementation of different recharging technologies in Member States.</p>	<p>common methodology that accounts for technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into account the different recharging patterns of battery electric and plug-in hybrid vehicles. A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible recharging infrastructure should allow flexibility for the implementation of different recharging technologies in Member States.</p>
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<i>Reason</i>
<p>Using the total number of electric vehicles registered in one Member State is not enough, as this number does not take into account, for example, vehicles coming from other countries, especially during holiday periods, but also on other occasions such as major events, fairs, etc.</p>

Amendment 9

Recital (34)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
<p>These targets should take into account the types of vessels served and their respective traffic volumes. Maritime ports with low traffic volumes of certain ship categories should be exempted from the mandatory requirements for the corresponding ship categories based on a minimum level of traffic volume, so as to avoid underused capacity being installed. Similarly, the mandatory targets should not aim to target maximum demand, but a sufficiently high volume, in order to avoid underused capacity and to take account of port operational characteristics. Maritime transport is an important link for the cohesion and economic development of islands in the Union. Energy production capacity in these islands may not always be sufficient to account for the power demand required to support the provision of shore-side electricity supply. In such a case islands should be exempted from this</p>	<p>These targets should take into account the types of vessels served and their respective traffic volumes. Maritime ports with low traffic volumes of certain ship categories should be exempted from the mandatory requirements for the corresponding ship categories based on a minimum level of traffic volume, so as to avoid underused capacity being installed. Similarly, the mandatory targets should not aim to target maximum demand, but a sufficiently high volume, in order to avoid underused capacity and to take account of port operational characteristics. Maritime transport is an important link for the cohesion and economic development of islands <i>and the outermost regions</i> in the Union. Energy production capacity in these islands <i>and outermost regions</i> may not always be sufficient to account for the power demand required to support the provision of shore-side electricity</p>

requirement unless and until such an electrical connection with the mainland has been completed or there is sufficient locally generated capacity from clean energy sources.	supply. In such a case islands <i>and outermost regions</i> should be exempted from this requirement unless and until such an electrical connection with the mainland <i>or neighbouring countries</i> has been completed or there is sufficient locally generated capacity from clean energy sources.
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<i>Reason</i>
Self-explanatory.

Amendment 10

Recital (37)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
(...) The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be met by the Member States. The revised frameworks should equally address all transport modes including those for which no mandatory deployment targets exists.	(...) The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be met by the Member States. <i>The revision should be based on a territorial analysis, identifying the different needs for different sub-national entities and it should take into account local and regional expertise and the strategies for deployment of re-fuelling infrastructure which have already been developed by local and regional authorities.</i> The revised frameworks should equally address all transport modes including those for which no mandatory deployment targets exists.

<i>Reason</i>
The definition of national policy frameworks for the deployment of alternative fuels needs to be based on a real multi-level governance approach in order to fully take into account the interests of regional and local authorities and their strategies for deployment of alternative fuels infrastructure which already exists in various "Sustainable Urban Mobility Plans" (SUMPs) or other regional mobility strategies.

Amendment 11

Recital (39)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
The development and implementation of the revised national policy frameworks of the Member States should be facilitated by the Commission by means of exchanges of information and best practices between the Member States.	The development and implementation of the revised national policy frameworks of the Member States should be facilitated by the Commission by means of exchanges of information and best practices between the Member States and regional and local authorities .

<i>Reason</i>
A multi-level governance framework needs to be incorporated into the alternative fuels infrastructure deployment proposal. Such a framework could coordinate deployment in the Member States and address potential gaps.

Amendment 12

Recital (42)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
(...) Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for clean and zero-emission buses at local level.	(...) Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for clean and zero-emission buses at local level and for quick charging as well as overnight charging possibilities which is available to all public transport operators .

<i>Reason</i>
Public transport operators need refuelling possibilities for their fleet, both for overnight charging and also fast-charging for long distance transport. They should be publicly accessible. Policy levers and incentives to provide such publicly accessible infrastructure are needed.

Amendment 13

Proposal for a new recital after Recital (45)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
	(45a) The operating instructions for recharging points should be as uniform as possible for consumers, the processes should be standardised

	<i>and the recharging points should be intuitive and easy to use with the aid of icons; a selection of languages should be offered. Compatibility must be ensured with the operating systems of commonly used electronic devices (e.g. smartphones, tablets).</i>
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<i>Reason</i>
To make recharging points as easy and quick as possible for consumers to use, the process should be simple and, where appropriate, standardised and, for example, should take into account users who do not know the language(s) of the country in question.

Amendment 14

Recital (47)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
It is crucial that all actors in the electric mobility ecosystem can interact easily through digital means to provide the best service quality to the end user. This requires unique identifiers of relevant actors in the value chain. To that end, Member States should appoint an Identification Registration Organisation ('IDRO') for issuing and managing unique identification ('ID') codes to identify, at least, operators of recharging points and mobility service providers. The IDRO should collect information on e-mobility ID codes that are already in use in the respective Member State; issue new e-mobility codes, where needed, to recharging point operators and mobility service providers under an Union-wide common agreed logic in which electro-mobility ID codes are formatted; allow to exchange and verify the uniqueness of these e-mobility codes via a possible future common Identification Registration Repository ('IDRR'). The Commission should issue technical guidance on the set up of such organisation, drawing on the Programme Support Action on "Data collection related to recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors" ('IDACS').	It is crucial that all actors in the electric mobility ecosystem can interact easily through digital means to provide the best service quality to the end user. This requires unique identifiers of relevant actors in the value chain. <i>The range of actors should be as broad as possible, including in particular energy producers and distributors.</i> To that end, Member States should appoint an Identification Registration Organisation ('IDRO') for issuing and managing unique identification ('ID') codes to identify, at least, operators of recharging points and mobility service providers. The IDRO should collect information on e-mobility ID codes that are already in use in the respective Member State; issue new e-mobility codes, where needed, to recharging point operators and mobility service providers under an Union-wide common agreed logic in which electro-mobility ID codes are formatted; allow to exchange and verify the uniqueness of these e-mobility codes via a possible future common Identification Registration Repository ('IDRR'). The Commission should issue technical guidance on the set up of such organisation, drawing on the Programme Support Action on "Data collection related to recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors" ('IDACS'). <i>The main objective should be cross-sectoral</i>

	<i>cooperation in order to maximise synergies.</i>
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Reason
It should be ensured that all actors involved cooperate and play their part in the overall customer service process and the operation of recharging points.

Amendment 15

Recital (54)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
(...) The Commission should <i>therefore</i> review this Regulation by the end of 2026 in particular as regards the targets setting for electric recharging points for HDV as well as targets for infrastructure for alternative fuels for zero-emission vessels and aircraft in waterborne transport and aviation.	(...) <i>The Commission should assess the impact of this Regulation at the latest two years after its entry into force, using specific set objectives, taking into account the full life cycle of vehicle emissions for each technology and its impact on the CO₂ emissions from road transport as well as the impact of each technology on the consumer (total cost of ownership).</i> The Commission should <i>also</i> review this Regulation by the end of 2026 in particular as regards the targets setting for electric recharging points for HDV as well as targets for infrastructure for alternative fuels for zero-emission vessels and aircraft in waterborne transport and aviation.

Reason
The Regulation's assessment should be based on specific criteria and reference should therefore be made to specific set objectives.

Amendment 16

Article (1), point (3)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative process between the Commission and Member States for the purpose of the finalisation of the national policy frameworks and their subsequent implementation and corresponding Commission action.	This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative <i>and multi-level governance</i> process between the Commission and Member States for the purpose of the finalisation of the national policy frameworks, <i>taking into account local and regional strategies for deployment of alternative fuels infrastructure which have already been developed by local and regional authorities,</i> and

	their subsequent implementation and corresponding Commission action.
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<i>Reason</i>
The definition of national policy frameworks for the deployment of alternative fuels needs to be based on a real multi-level governance approach in order to fully take into account the interests of regional and local authorities and their strategies for deployment of alternative fuels infrastructure which already exists in various "Sustainable Urban Mobility Plans" (SUMP) or other regional mobility strategies.

Amendment 17

Article (3)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
<p>1. Member States shall ensure that:</p> <ul style="list-style-type: none"> – publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles; – in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed that provide sufficient power output for those vehicles. <p>To that end Member States shall ensure that, at the end of each year, starting from the year referred to in Article 24, the following power output targets are met cumulatively:</p> <p>(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations; and</p> <p>(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 0.66 kW is provided through publicly accessible recharging stations.</p> <p>2.[...]</p> <p>3. Neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.</p>	<p>1. Member States shall ensure that:</p> <ul style="list-style-type: none"> – publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles; – in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed <i>evenly across the territory and that they</i> provide sufficient power output for those vehicles. <p>To that end Member States shall ensure that, at the end of each year, starting from the year referred to in Article 24, the following power output targets are met cumulatively:</p> <p>(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations; and</p> <p>(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 0.66 kW is provided through publicly accessible recharging stations.</p> <p>2.[...]</p> <p><i>3. When deploying and promoting recharging infrastructure in accordance with point 2., Member States shall also take into account the objectives of Article 174 TFEU and shall ensure availability in less densely populated areas.</i></p>

	<p>4. Neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.</p>
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<i>Reason</i>
<p>To promote alternative propulsion systems, the necessary recharging infrastructure must also be available outside the TEN-T networks in areas where there are fewer users due to lower population densities and where private sector deployment is less profitable.</p>

Amendment 18

Article (3), point (2)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
<p>Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to light-duty vehicles on the road network in their territory. To that end, Member States shall ensure that:</p> <p>(a) along the TEN-T core network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:</p> <ul style="list-style-type: none"> (i) by 31 December 2025, each recharging pool shall offer a power output of at least 300 kW and include at least one recharging station with an individual power output of at least 150 kW; (ii) by 31 December 2030, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging stations with an individual power output of at least 150 kW; <p>(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in</p>	<p>Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to light-duty vehicles on the road network in their territory. To that end, Member States shall ensure that:</p> <p>(a) along the TEN-T core network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:</p> <ul style="list-style-type: none"> (i) by 31 December 2025, each recharging pool shall offer a power output of at least 500 kW and include at least one recharging station with an individual power output of at least 250 kW; (ii) by 31 December 2030, each recharging pool shall offer a power output of at least 900 kW and include at least two recharging stations with an individual power output of at least 250 kW; <p>(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in</p>

<p>each direction of travel with a maximum distance of 60 km in-between them:</p> <p>(i) by 31 December 2030, each recharging pool shall offer a power output of at least 300 kW and include at least one recharging station with an individual power output of at least 150 kW;</p> <p>(ii) by 31 December 2035, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging stations with an individual power output of at least 150 kW.</p>	<p>each direction of travel with a maximum distance of 60 km in-between them:</p> <p>(i) by 31 December 2030, each recharging pool shall offer a power output of at least 500 kW and include at least one recharging station with an individual power output of at least 250 kW;</p> <p>(ii) by 31 December 2035, each recharging pool shall offer a power output of at least 900 kW and include at least two recharging stations with an individual power output of at least 250 kW.</p> <p><i>(c) in duly justified cases, in regions with certain specific characteristics (such as geographical location, difficult topography or population density) and where a distance based requirement is difficult to justify from a socio-economic cost-benefit perspective, lower power outputs can be installed, however each recharging pool shall offer a power output of at least 300 kW and include at least one recharging station with an individual power output of at least 150 kW. Member States shall report such exemptions to the European Commission.</i></p>
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Reason
<p>A recent study by the European Parliament has concluded that the suggested charging power for the charging points on the TEN-T and the urban nodes are too low. This could hinder the uptake of EVs.</p> <p>Concerning the exemptions, they are necessary since a purely distance-based approach to the location of charging infrastructure is not coherent with the local and regional need for re-fuelling infrastructure. Setting the same distance-based targets and charging load targets for the whole Union does not take into account regional difference (population density, geographical location).</p>

Amendment 19

Article (4), point 1

Text proposed by the Commission	CoR amendment
<p>(...)</p> <p>(d) by 31 December 2025, in each urban node publicly accessible recharging points</p>	<p>(...)</p> <p>(d) by 31 December 2025, in each urban node publicly accessible recharging points</p>

<p>dedicated to heavy-duty vehicles providing an aggregated power output of at least 600 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW;</p> <p>(e) by 31 December 2030, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 1200 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW.</p>	<p>dedicated to heavy-duty vehicles providing an aggregated power output of at least 900 kW are deployed, provided by recharging stations with an individual power output of at least 300 kW;</p> <p>(e) by 31 December 2030, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 2000 kW are deployed, provided by recharging stations with an individual power output of at least 300 kW.</p> <p><i>(f) in duly justified cases, in regions with certain specific characteristics (such as geographical location, difficult topography or population density) and where a distance based requirement is difficult to justify from a socio-economic cost-benefit perspective, lower power outputs can be installed, however with an aggregated power of at least 600 kW for heavy-duty vehicles and at least 150 kW individual power output. Member States shall report such exemptions to the European Commission.</i></p>
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<i>Reason</i>
same as amendment 18

Amendment 20

Article (6)(1)

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
<p>(1) Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December 2030.</p> <p>To that end Member States shall ensure that by 31 December 2030 publicly accessible hydrogen refuelling stations with a minimum capacity of 2 t/day and equipped with at least a 700 bars dispenser are deployed with a maximum distance of 150 km in-between them along the TEN-T core and the TEN-T comprehensive network. (...)</p>	<p>(1) Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December 2027.</p> <p>To that end Member States shall ensure that by 31 December 2027 publicly accessible hydrogen refuelling stations with a minimum capacity of 4 t/day and equipped with at least a 700 bars dispenser are deployed with a maximum distance of 150 km in-between them along the TEN-T core and the TEN-T comprehensive network. (...)</p>

<i>Reason</i>
Hydrogen truck projects already exist in many Member States and regions. They urgently need planning stability. Provision should therefore be made for an earlier time limit and higher capacity.

Amendment 21

Article (13), point 3

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
Member States shall ensure that national policy frameworks take into account, <i>as appropriate</i> , the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of the stakeholders concerned.	Member States shall ensure that national policy frameworks take into account the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of the stakeholders concerned. <i>The national policy frameworks shall include a consultation mechanism of the sub-national level to incorporate a permanent feedback loop of the local level into the respective Member States' strategies for deployment of alternative fuels infrastructure. Alternative fuels infrastructure must be available in all regions. Therefore, deployment targets for regional (NUTS 2) alternative fuels infrastructure should be included to ensure cohesion of the Union.</i>

<i>Reason</i>
While recital 16 and recital 38 note the need to include a multi-level approach in the national policy frameworks (NPFs), this is not further defined in the corresponding article, which would be a missed opportunity to incorporate a consultation mechanism for local and regional authorities into the NPFs, which would allow valuable regional level feedback into the respective Member States' strategies for deployment of alternative fuels infrastructure and add to the overall coherence of it.

Amendment 22

Article (13), point 4

<i>Text proposed by the Commission</i>	<i>CoR amendment</i>
<i>Where necessary</i> , Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated. (...)	Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated <i>with the sub-national level and respects the principle of subsidiarity, as well as of the multilevel governance.</i> (...)

<i>Reason</i>
Same as amendment 21

II. POLICY RECOMMENDATIONS

THE EUROPEAN COMMITTEE OF THE REGIONS

Just transition

1. underlines that research and mapping of the employment consequences and trends of a shift towards a climate-neutral automotive industry must be carried out. The Commission should thus evaluate the territorial impact of this Regulation on the automotive industry, workforce and regions.
2. stresses that the transformation of the European automotive industry towards zero-emission vehicles is the most comprehensive structural change in the sector to date, with a multitude of impacts on workers, suppliers and car manufacturing groups in Europe. In view of this major transformation of one of the key European sectors, the CoR calls on the European Commission to initiate a holistic and long-term strategic dialogue on the transformation of the automotive sector in the EU with all relevant stakeholders (OEMs, suppliers, trade unions, academia, environmental associations, NGOs, civil society, regions and cities, etc.) in order to provide political support for the structural change of the sector and to analyse and support its needs. Supports the existing forms of cooperation at the EU level, involving regional and local authorities, such as the Automotive Skills Alliance focused on the re-skilling and up-skilling of workers in the automotive sector, developing intelligence and fostering dialogue among all relevant partners and stakeholders in the sector.
3. supports the elaboration of specific plans for re- and upskilling, training and reallocation of workers in the EU automotive sector, in particular in the regions most affected by the transition.
4. supports public resources being made available for a Just Transition Programme for the automotive ecosystem. Its model should be the current Just Transition Platform. Funding for regional plans via the Just Transition Mechanism serve today millions of workers in carbon intensive industrial areas such as coal mining, including a dedicated Just Transition Fund.
5. urges the Commission to establish a "European Mechanism for a just transition of the automotive sector and regions," which should draw on European funds and make sure it addresses challenges in the regions most affected by the transformation and reaches all SMEs in the supply chain to adapt to the changes in the automotive value chain.
6. this Just Transition Mechanism should be based on the following principles:
 - a) Adequate resources
 - b) Policy support and exchanges of best practices
 - c) Transition planning and social dialogue.

Funds allocated within the mechanism must be aimed directly at the affected workforce and transparently distributed via regions and cities in close cooperation with the public authorities competent in training and lifelong learning. They should not be a bailout for automotive

companies, but a public investment in the upskilling, diversification, and education of the workforce.

7. embraces the initiative for an "Alliance of regions for a just and fair transition of the European Automotive and Supply Industry". These regions, with a strong automotive sector, want to play an active role in making sure that no region is left behind and that the new, sustainable and alternatively fuelled mobility system is affordable and accessible for all citizens in all regions. The CoR fully supports the Alliance request for a just transition mechanism for the regions depending on the automotive industry in order to manage the changes in the sector.
8. underlines that investments in vocational and high-tech education required for the new skills in electric mobility should be made available for the local and regional levels.
9. supports new operations in alternative mobility of the same automotive company being kept in the same territory, with priority given to existing plants.

Alternative fuels infrastructure

10. considers the rollout of charging and refuelling infrastructure for alternative drive systems, in conjunction with the new CO₂ emission standards, and in particular the ramping up of electromobility, to be a key condition for achieving the climate targets at European, national and regional level. The EU's existing obligations relating to recharging and refuelling infrastructure requirements are not sufficient for this purpose.
11. welcomes the fact that, by transforming the Alternative Fuels Infrastructure Directive (AFID) into a regulation (AFIR), the Commission is proposing, for the first time, mandatory EU-wide, uniform and, above all, cross-modal minimum requirements for this infrastructure in the Member States;
12. supports full decarbonisation of the road transport sector by 2050.
13. stresses that, in principle, openness is required for manufacturers regarding different types of propulsion and technical solutions in order to achieve the objective of registering only zero-emission vehicles in the EU from 2035.
14. following the principle of technological neutrality, the Commission must ensure technology competition, as well as alternatives for rural and remote areas, such as advanced biofuels (see sustainability criteria for biofuels in Annex IX of the Renewable Energy Directive).
15. calls for an assessment of biofuels' emission intensity¹; this assessment must consider the whole biofuel lifecycle and its impacts on land-use change, indirect land-use change factors, biodiversity, and food security.

¹ The land use change impact of biofuels consumed in the EU Quantification of area and greenhouse gas impacts https://ec.europa.eu/energy/sites/ener/files/documents/Final%20Report_GLOBIOM_publication.pdf.

16. special attention should be given to:
 - public charging points in urban areas where an increasing number of electric vehicles will not have access to private parking
 - public charging points in remote and rural areas
17. calls for measures to promote development of the use of hydrogen technology in transport, which is currently going through a dynamic phase, and for conditions to be put in place for a sufficiently comprehensive network of hydrogen refuelling points as soon as the necessary technological solutions are available and the demand is known. The years 2027 and 2035 are natural staging posts in a roadmap with corresponding measures. These measures also include the preparation of the necessary legal acts and related decisions. However, it must be possible to grant derogations in duly justified cases where regions' specific characteristics (such as geographical location or population density) make it difficult to justify the established requirements from a socioeconomic point of view.
18. underlines the need for dedicated infrastructure for heavy-duty vehicles, particularly public transport.
19. easy access to smart and fast charging, as well as information on the availability of charging stations, payment solutions, charging tariffs (price transparency), etc. is essential.
20. calls for priority to be given to measures to shift freight transport to rail when considering investments in alternative road propulsion systems;

General

21. welcomes the intention to address vehicle emissions standards in order to achieve the objective of carbon neutrality. Cars and vans represent the biggest share of CO₂ emissions in transport in absolute terms, and average emissions from internal combustion engine cars are rising.
22. underlines the problem of second-hand car markets of polluting cars in Eastern and Central European Member States, shifting the toxic pollution and 'carbon leakage' problems to less-developed regions. This is impeding EU cohesion and works against the core value that all EU citizens have an equal right to clean air. The Commission should therefore ensure limits on the flow of old polluting vehicles in a way that protects the environment and public health, and is aligned with the Single Market.
23. suggests that a new Euro 7/VII norm be designed in a way that is adapted to existing technical possibilities for reducing pollution. In principle, the requirements of the Euro 7/VII norm should not counteract the inevitable high costs of innovating new propulsion systems in the sector to achieve the climate objectives..
24. given the potential impact of this Regulation on local and regional authorities, the CoR underlines the importance of being informed by the co-legislators on all changes to the initial proposal at each stage of the legislative procedure, including trilogue negotiations, in line with

the principle of sincere cooperation, thus allowing the CoR to properly discharge of its Treaty prerogatives (Article 91 TFEU);

25. considers that both draft regulations comply with the requirements of the subsidiarity and proportionality principles. The added value of EU action in this field and the appropriateness of the legal bases chosen by the Commission are clear and consistent. It regrets however that contrary to other proposals put forward within the "Fit for 55 package", the draft regulation on the deployment of alternative fuels infrastructure (COM(2021)559) was not accompanied by a subsidiarity assessment grid and notes that two national parliaments issued a reasoned opinion on non-compliance with the principle of subsidiarity by the deadline for submissions, set at 8 November 2021.

Brussels, 26 January 2022

The President
of the European Committee of the Regions

Apostolos Tzitzikostas

The Secretary-General
of the European Committee of the Regions

Petr Blížkovský

III. PROCEDURE

Title	Towards zero emission road transport: Deploying alternative fuels infrastructure and strengthening CO2 emission performance standards
Reference(s)	COM(2021) 556 final COM(2021) 559 final COM(2021) 560 final
Legal basis	Article 307 TFEU
Procedural basis	Rule 41(a) of the CoR Rules of Procedure
Date of Council/EP referral/Date of Commission letter	COM(2021) 556 final: 20 September 2021 / 21 September 2021 / 14 July 2021 COM(2021) 559 final: 30 July 2021 / 21 September 2021 / 15 July 2021
Date of Bureau/President's decision	11 October 2021
Commission responsible	Commission for Territorial Cohesion Policy and EU Budget
Rapporteur	Adrian Teban (RO/EPP) Mayor of Cugir City, Alba County
Analysis	28 October 2021
Discussed in commission	28 October 2021
Date adopted by commission	10 December 2021
Result of the vote in commission (majority, unanimity)	majority
Date adopted in plenary	26 January 2022
Previous Committee opinions	<ul style="list-style-type: none"> • CoR opinion 2021/0497 on "Sustainable and Smart Mobility Strategy", rapp. Robert van Asten (NL/RE)² • CoR opinion 2017/6151 on "Delivering on low-emission mobility", rapp. Michiel Scheffer (NL/RE)³ • CoR opinion 2020/2613 on "Challenges for public transport in metropolitan areas", rapp. Adam Struzik (PL/EPP)⁴
Date of subsidiarity monitoring consultation	N/A

² [OJ C 440, 29.10.2021, p. 11.](#)

³ [OJ C 387, 25.10.2018, p. 70.](#)

⁴ [OJ C 37, 2.2.2021, p. 51.](#)