

ALICE webinar on freight transport decarbonisation
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An irreversible shift to zero-emission mobility: an overview of the European Commission's policy initiatives

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- The **European Green Deal** calls for a 90% reduction in greenhouse gas emissions from transport by 2050, to help the EU become the first climate neutral continent.

AN IRREVERSIBLE SHIFT TO ZERO-EMISSION MOBILITY

- Making all transport modes more sustainable,
- Making sustainable alternatives widely available in a multimodal transport system,
- Putting in place the right incentives to drive the transition.



SUSTAINABLE

- Several intertwined policies and actions:



- New Urban Mobility Framework
- TEN-T Regulation revision
- Revision of the Directive on Deployment of Alternative Fuels Infrastructure and Connecting Europe Facility (CEF) funding
- Revision of CO2 emission standards for heavy-duty vehicles

Urban Mobility Framework: Zero-emission city freight logistics and last-mile delivery

City logistics essential to the functioning of urban economies. Increase in last-mile deliveries likely to persist.

Collaboration between local authorities and private stakeholders needed to share knowledge on sustainable urban logistics management and planning.

Reinforced role of urban nodes in the revision of the TEN-T Regulation.

Significantly increase the roll-out of zero emission vans used for urban logistics.

Accelerate developing and deploying sustainable solutions such as cargo bikes, new distribution models, dynamic routing, and a better multimodal connected use of urban rail and inland waterways. Optimise the use of vehicles and infrastructure and reduce the need for empty and unnecessary runs.

In addition, more work is necessary at EU level on assessing the need for more urban freight data collection and sharing.



The Commission will:

- Make a proposal by the end of 2022 to revise the **CO2 emission performance standards for heavy-duty vehicles** in order to move towards zero-emission vehicles in this sector;
- Ensure that the existing **sustainable urban logistics plans (SULPs)** are fully integrated in the SUMP framework;
- Support **dialogue and collaboration between all parties**, networking and exchanges among cities planners;
- Support **voluntary data sharing** between all types of stakeholders to make urban freight transport more efficient, sustainable and competitive.



Revised TEN-T Regulation: key elements



- **New and reinforced infrastructure requirements**, in particular in view of creating a high-speed passenger rail network and a fully interoperable, competitive rail freight network
- Creation of **European Transport Corridors**
- **Increased focus on multimodality and interoperability** between modes and transport nodes (more **transshipment hubs** in urban nodes, focus on last mile journey of passengers and freight)
- Better **integration of urban nodes** into the TEN-T.
 - The 424 identified urban nodes to develop Sustainable Urban Mobility Plans (SUMP) by end 2025: objectives, targets and indicators underpinning the urban transport system performance.
- Innovative technologies to further advance the **digitalisation** of transport infrastructure and increase its **resilience**
- Support the deployment of charging and refueling infrastructure needed for **alternative transport fuels (AFIR)**
- **Reinforced TEN-T governance**

The Alternative Fuels Infrastructure Regulation (AFIR)

Why the Regulation?

Need to ensure the functioning interplay of **CO2 emission performance standards** – alternative fuels infrastructure **rollout**

- Accelerated **uptake** of electric vehicles expected to rapidly increase
- **Infrastructure deployment** needs to accelerate to keep pace with vehicle uptake, also for heavy-duty vehicles
- **Immediate and fully harmonised** action on infrastructure deployment required – no delays shall be afforded.



Electricity Recharging LDV (Art 3)

Fleet based target, expressed in power installed (kW) per registered BEV (1kW) and PHEV (0,66 kW)

Distance based target along TEN-T core and comprehensive network (maximum distance and power)

Electricity Recharging HDV (Art 4)

Distance based target along TEN-T core and comprehensive network (maximum distance and power)

Safe and Secure parkings (overnight recharging)

Urban nodes (in particular for urban delivery)

Hydrogen Refuelling, HDV / LDV (Art 6)

Distance based target along TEN-T core and comprehensive network (maximum distance and capacity)

Urban nodes (in particular for urban delivery)

LNG, limited until 2025 (Art 8)

Mandatory targets road

AFIR: Mandatory targets road



Recharging points for cars and vans

- on the TEN-T core network: at least 300 kW power output every 60 km by 2025 and at least 600 kW by 2030;
- on the TEN-T comprehensive network: at least 300 kW power output every 60 km by 2030 and at least 600 kW by 2035.



Hydrogen refuelling stations

- every 150 km by 2030 along the TEN-T core network;
- in every urban node serving both light duty and heavy duty vehicles by 2030.



Recharging points for heavy duty vehicles

- on the TEN-T core network: at least 1400 kW of recharging points every 60 km by 2025 and at least 3500 kW by 2030;
- on the TEN-T comprehensive network: at least 1400 kW power output every 100 km by 2030 and at least 3500 kW by 2035; •
- in every urban node and at every safe and secure parking by 2030

CEF work programme 2021-2023 € 18,2 billion

Frontloading:

70% of the CEF budget
to be allocated in the period
2021-2023 through →

- 3 calls for proposals of € 5.5 billion each in 2021, 2022 and 2023
- A 3-year rolling call for the **Alternative Fuel Infrastructure Facility** of € 1.5 billion (5 deadlines)
- € 200 million for technical assistance actions

Timetables and deadlines



Timetable and deadlines (indicative)					
	1st cut-off date	2nd cut-off date	3rd cut-off date	4th cut-off date	5th cut-off date
<u>Deadline for submission</u>	19 January 2022 17:00 CET (Brussels)	7 June 2022 17:00 CET (Brussels)	10 November 2022 17:00 CET (Brussels)	13 April 2023 17:00 CET (Brussels)	19 September 2023 17:00 CET (Brussels)
Evaluation	February-March 2022	July-August 2022	December 2022 – January 2023	May – June 2023	October – November 2023
Information on evaluation results	May 2022	October 2022	March 2023	July 2023	January 2024
GA signature	September – October 2022	February - March 2023	July – August 2023	December 2023 – January 2024	May - June 2024

Revision of the CO2 emission performance standards for 2025 and 2030 for new heavy-duty vehicles

- The heavy-duty vehicles sector is responsible for about 21% of CO2 emissions from road transport in the EU and for around 6% of total GHG emissions. Its emissions show an **increasing trend**, mainly driven by growing road freight.
- Regulation (EU) 2019/1242 setting CO2 emissions standards for certain heavy-duty vehicles from 2025 (-15%) and 2030 (-30%) onwards is a key policy to reduce CO2 emissions from heavy-duty vehicles. Several heavy-duty vehicles **categories are currently kept out** of the standards scope.

Review on the effectiveness of the Regulation ongoing and to be concluded by end 2022

Revision of the CO2 emission performance standards for 2025 and 2030 for new heavy-duty vehicles

- The review will cover:
 - Scope and targets setting
 - Incentives to zero-emission vehicles
 - Potential contribution from low- and renewable carbon fuels
 - Other elements (governance, etc.)
 - Impacts
- Public [consultation](#) open: 20 December 2021 - 14 March 2022