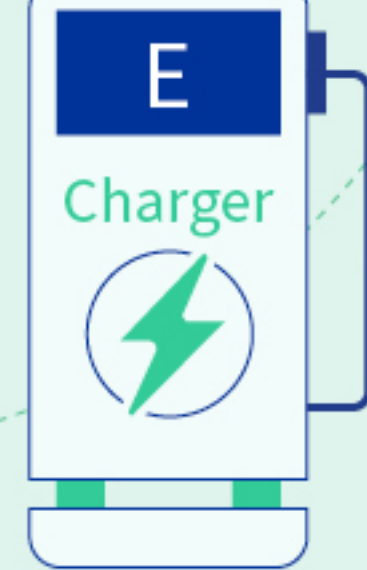
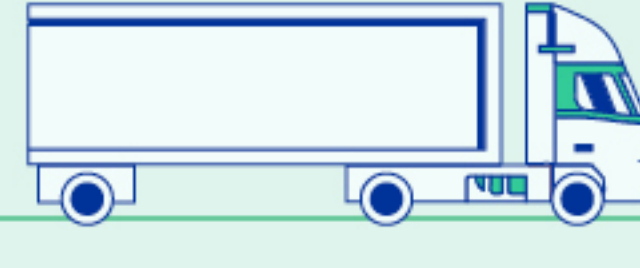
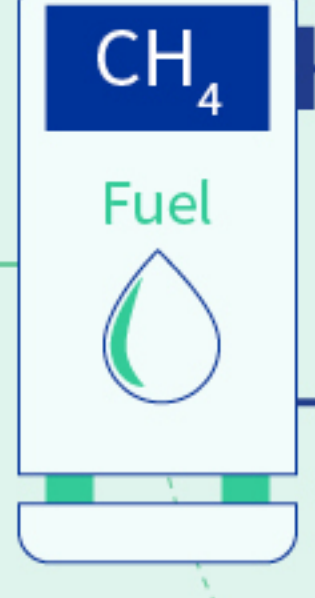


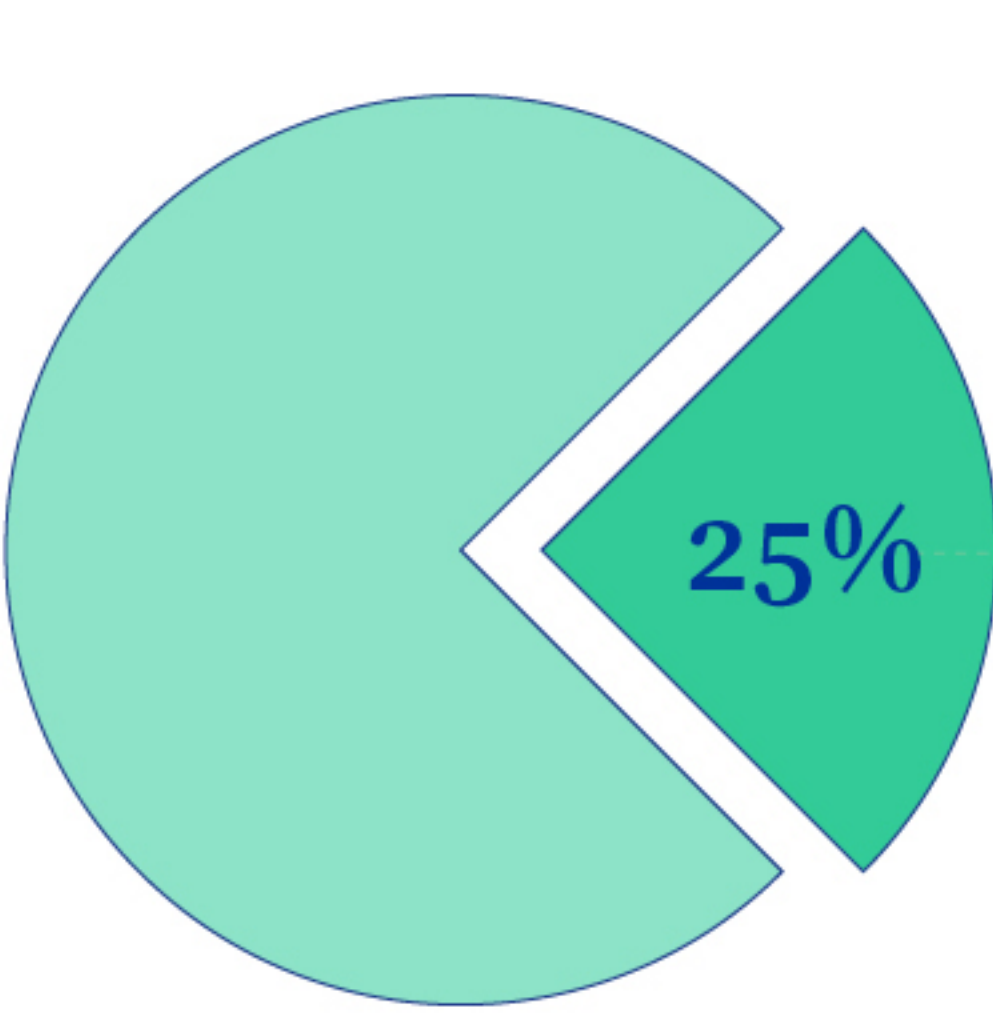
Alternative fuels infrastructure regulation explained



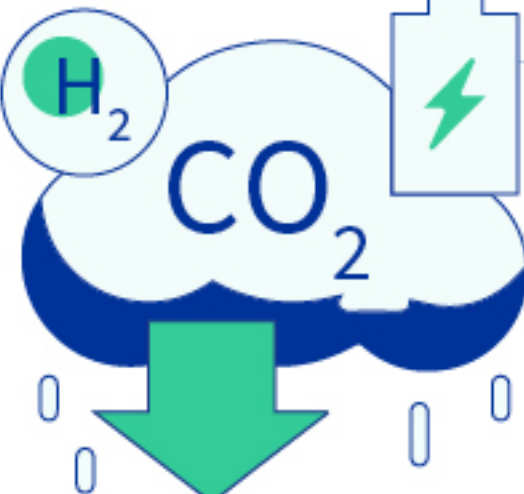
The goal of the regulation is to ensure that there is enough infrastructure for cars, trucks, ships and planes to (re)charge or (re)fuel with alternative fuels (e.g. hydrogen, liquefied methane) with good enough coverage across the Union as to avoid range anxiety.

How does it contribute to the goal of climate neutrality?

Transport is responsible for almost 25% of greenhouse gas (GHG) emissions in the EU.



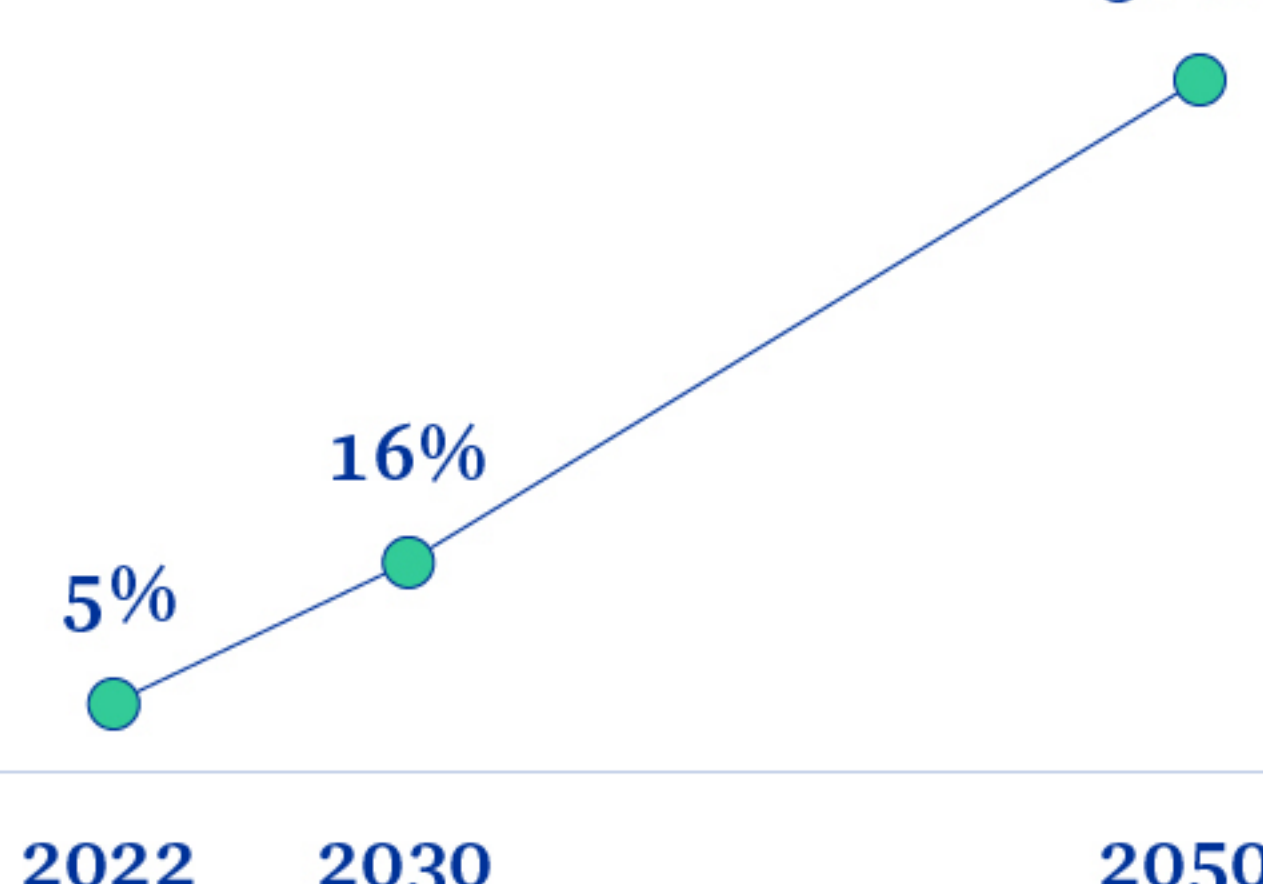
Road		71%
Aviation		14.4%
Ships		13.5%
Trains		0.5%
Others		0.5%



More vehicles powered by electricity and alternative fuels = fewer emissions

There are over **13.4 million** alternative fuel cars and vans in the EU.

It is estimated that the percentage of all cars and vans in the EU that run on alternative fuels will grow tenfold by 2050.



Projection of EU car fleet

What will change?

passenger cars and trucks below 3.5 tonnes

trucks above 3.5 tonnes

Road transport

Recharging stations:

→ at least every 60 km on main roads

by the end of 2025

by the end of 2030

→ every year, the total power output provided through recharging stations should grow with the number of registered cars

→ at least one recharging station in each safe and secure parking area (end of 2030)

→ recharging stations also in urban areas

Derogations for roads with low traffic

Hydrogen refuelling stations:

→ at least every 200 km on main roads (end of 2030)

→ more stations provided in urban areas

Liquefied methane refuelling points:

→ at least along main roads to allow vehicles using methane to circulate throughout the EU

New infrastructure will have to:

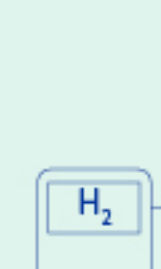
→ allow ad-hoc charging

→ accept electronic payments

→ clearly inform users about pricing options



60 km



200 km



Ports

In the busiest sea ports:

→ at least 90% of container ships and passenger ships to have access to shore-side electricity supply

In most of the inland waterway ports:

→ at least one installation providing shore-side electricity (by 2030)



Airports

Electricity supply for :

→ all aircraft stands next to the terminal by 2025

→ all remote stands by 2030

Airports with fewer than 10 000 flights per year may be exempt.

