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Alternative fuels infrastructure: Council agrees its position

Today's Transport Council agreed a general approach on a proposal aimed at **building up minimum infrastructure for alternative fuels across the EU** ([17004/13](#)). The directive is part of the Clean Power for Transport initiative.

Aim of the new measures

Creating sufficient infrastructure and common standards are considered crucial actions to **boost consumer demand** for alternative fuels, such as electricity, hydrogen and natural gas, and for vehicles designed to use them. At the same time, they would **encourage manufacturers** to develop and build such vehicles.

Increased uptake of alternative fuels in all modes of transport - road, rail, water and air - would **reduce transport's dependence on oil**, thus improving the EU's energy security, and **cut back its greenhouse gas emissions**.

National policy frameworks

Under the general approach, each member state will adopt a national policy framework for the market development of alternative fuels infrastructure. The frameworks will include, inter alia:

- an evaluation of the current state and future development of infrastructure
- national targets for putting in place new infrastructure
- deployment measures, including the yearly budget allocated to infrastructure deployment and to supporting manufacturing plants for alternative fuels technologies.

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Minimum infrastructure targets and deadline

Member states must set targets for the following infrastructure:

- the number of electric vehicle recharge points
- liquefied natural gas (LNG) filling stations at maritime and inland ports
- LNG and compressed natural gas (CNG) filling stations for motor vehicles
- hydrogen refuelling points (if the member state decides to include hydrogen in its national policy framework)
- shore-side electricity supply in maritime and inland ports, provided there is demand and the costs do not outweigh the benefits.

Giving full flexibility for member states to set their infrastructure targets and other deployment modalities in their own national policy frameworks should give member states enough time to carry out comprehensive analyses of their situations, establish accurate figures and determine targets that will provide realistic signals to the market.

The Commission will publish the national targets, based on reports submitted by member states. The minimum infrastructure should be in place by 2030.

Technical standards

Common technical standards are to be applied, making all new recharge and refuel points interoperable. Member states' experts will be involved in the process of approving the technical specifications for standards adopted by the relevant standardisation bodies or international organisations. Where more than one European standard is available or where a brand new standard is to be created, approval can only be effected by a legislative act.

User information

Motor vehicle manuals, refuelling and recharging points, and motor vehicle dealerships, among other things, must provide clear information as to which motor vehicles can be fuelled with which fuels or recharged by which available recharge points.

Next steps

Talks with the European Parliament on this high-priority dossier will be launched as soon as possible. The directive will also have to be approved by the Parliament to be adopted.

- [Clean Power for Transport web pages](#)