

Alternative fuels regulation: bring local & regional actors on board!

Road transport decarbonisation is high on the agenda of public authorities in Europe. Coupled with the development of sustainable transport alternatives, local & regional authorities are fully engaged in the transition towards a zero-emission mobility to improve air quality and achieve climate neutrality in Europe by 2050.

Networks of local & regional authorities would like to remind the EU that their involvement in the deployment of alternative fuel infrastructures is crucial to providing a strategically located and adequate network.

While EU policymakers are debating the proposal for a regulation on the deployment of Alternative Fuel Infrastructures ('AFIR'), Eurocities, POLIS & CEMR/CCRE would like to propose the following recommendations:

- **Involve local & regional authorities in the governance of alternative fuel infrastructure deployment:** the involvement of local and regional authorities role is not limited to permitting or to the provision of incentives to switch to cleaner vehicles. As entities responsible for the integrated management of public space, local and regional authorities also act as spatial planners and regulators. Municipalities and regions are often best placed to identify the location of alternative fuel infrastructures to cater to drivers' needs at the regional & local level. More and more authorities have also started to integrate infrastructure deployment aspects in their mobility strategy and SUMPs. This expertise must be reflected in the governance of alternative fuel infrastructures, especially in the design and implementation of national policy frameworks.
 - Supported amendments: **11- 342 - 343 – 344 – 345 - 351 – 359 – 381 – 382 -395 – 948 – 1024 – 1025 – 1028 – 1029**
 - Non-supported amendments: **947 – 949 – 950 -951 – 1023 - 1026**

- **Avoid counter-productive targets in urban areas:** the implementation of current national targets on alternative fuel infrastructures often falls on local and regional authorities. In the best case scenario, these authorities can align the implementation with their mobility priorities. The possible addition of new targets set at EU level and applicable in local areas - especially for vehicles segments at an advanced phase of their mobility transition - would place an extra burden on them. It could also lead to situations where the use of the infrastructure would not be optimal.
 - Non-supported amendments: **497 – 498 – 800 - 802**

- **Acknowledge the impact of alternative fuel infrastructures on public space :** public space is a limited resource in cities. Local authorities are often forced to juggle between the deployment of alternative fuel infrastructures and allotting space for all street users, especially vulnerable groups, such as the elderly or people with disabilities. As the current AFIR fails to recognize urban areas' constraints, the AFIR proposal should be an opportunity to highlight this limitation as one of the

drivers of infrastructure deployment in urban areas. In that regard, the AFIR should also further promote off-street charging for electric vehicles.

➤ Supported amendments: **43 - 387 – 525 – 526 – 557 – 566**

- **Promote multimodality & shared mobility solutions in AFI deployment**: shared mobility solutions are a way to reduce the negative externalities generated by individual modes of transport. The AFIR should become an additional tool to support the development of shared modes of transport. The regulation should therefore include provisions to boost the deployment of an adequate infrastructure for shared vehicles and to integrate multimodal aspects in the regulation.

➤ Supported amendments: **214 – 367 – 443 – 446 – 490 – 499 – 638**

- **Take into account territorial and regional specificities, notably area density**: in order to promote sustainable mobility alternatives and electromobility, it is important to ensure that the necessary charging infrastructure is widely available outside the TEN-T networks, in areas with low usage rate due to low population density. In these locations, private sector development will inevitably be slow or non-existent due to lack of profitability. As part of the national implementation of the AFIR provisions, Member States should ensure, that all needed infrastructures are deployed in a territorially balanced way either through public service obligations or positive incentives.

➤ Supported amendments: **181 – 184 – 186 – 366 - 500 – 502 – 503 – 504 – 981 – 1031**