



# European Commission

Online Workshop, 8th September 2020

Recommended Methodology for alternative fuels unit price comparison in order to implement Art 7.3 of Directive 2014/94/EU

Antonio Tricas Aizpun

Principal Administrator - Alternative Fuels Infrastructure

Unit B4 – Sustainable & Intelligent Transport

DG Mobility & Transport – European Commission



The European Green Deal is on the one hand about cutting emissions, but on the other hand it is about creating jobs and boosting innovation.

The European Green Deal is an invitation for all to participate.

# European Green Deal

# Online Workshop, 8th September 2020: Fuel Price Comparison

- The Green Deal: main policy initiatives
- Fuels and vehicles projections-2050
- Fuel Price comparison regulation: main messages

# The European Green Deal

A key element is the proposal for a European Climate Law, which will aim to set the goal of the European Green Deal in order for Europe's economy and society to become climate-neutral by 2050.

## Accelerating the shift to sustainable and smart mobility

- To achieve climate neutrality, a **90% reduction in transport emissions is needed by 2050**. The EU should ramp-up the production and deployment of sustainable alternative transport fuels.
- By the end of 2020, **a new comprehensive transport strategy** for sustainable and smart mobility. The objective is put users first, providing more affordable, accessible, healthier and cleaner alternatives.
- By 2025, about **1 million public recharging and refueling stations** will be needed for the 13 million zero- and low-emission vehicles expected on European roads.
- EU funding to **support alternative fuels infrastructure**

# The European Green Deal: Mobility & Transport

## Sustainable alternative fuels

- Funding Calls to support recharging and refuelling infrastructure
- From 2020, evaluation of policy options to boost production and uptake of SAFs for different transport modes
- By 2021, the revision of the Alternative Fuels Infrastructure Directive and the TEN-T Regulation

## Pricing

- As part of the revision of Energy Taxation Directive:
  - end of fossil fuel subsidies
  - extension to maritime and reduce allowances to airlines
- Deliberations on 'Eurovignette' Directive

## Cutting pollution

- In 2021, more stringent air pollutant standards for ICEs
- By June 2021, revision of CO2 emission performance standards for cars and vans

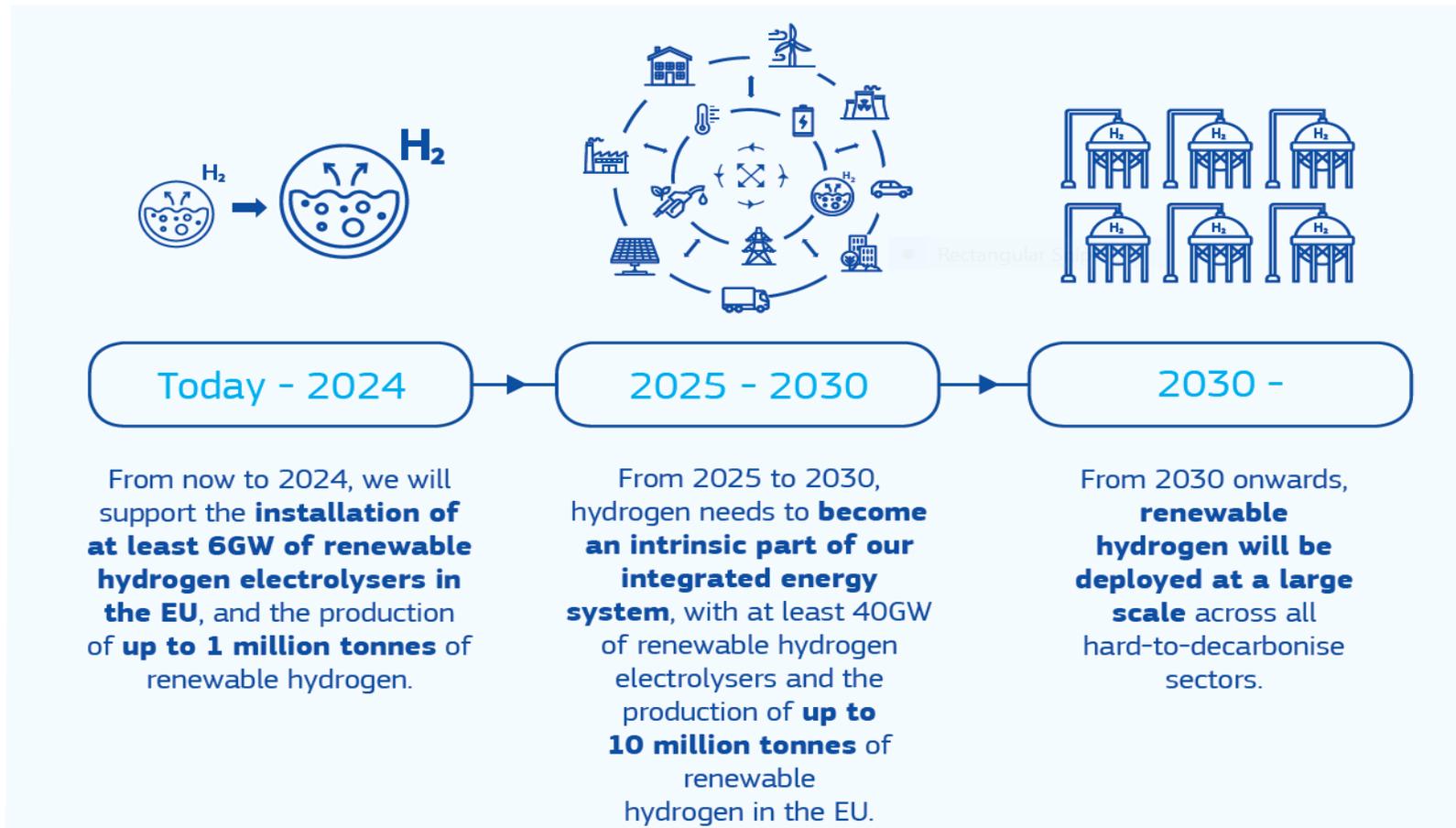
## Multimodality

- By 2021, measures for capacity increase in rail and inland waterways
- By 2021, a revised proposal for Combined Transport Directive if required
- Restarting work on a truly Single European Sky

## Automated and connected multi-modal mobility

- Support to smart traffic management systems
- (Support to Mobility as service solutions (Maas))
- Funding through instruments such as CEF

# EU Hydrogen strategy



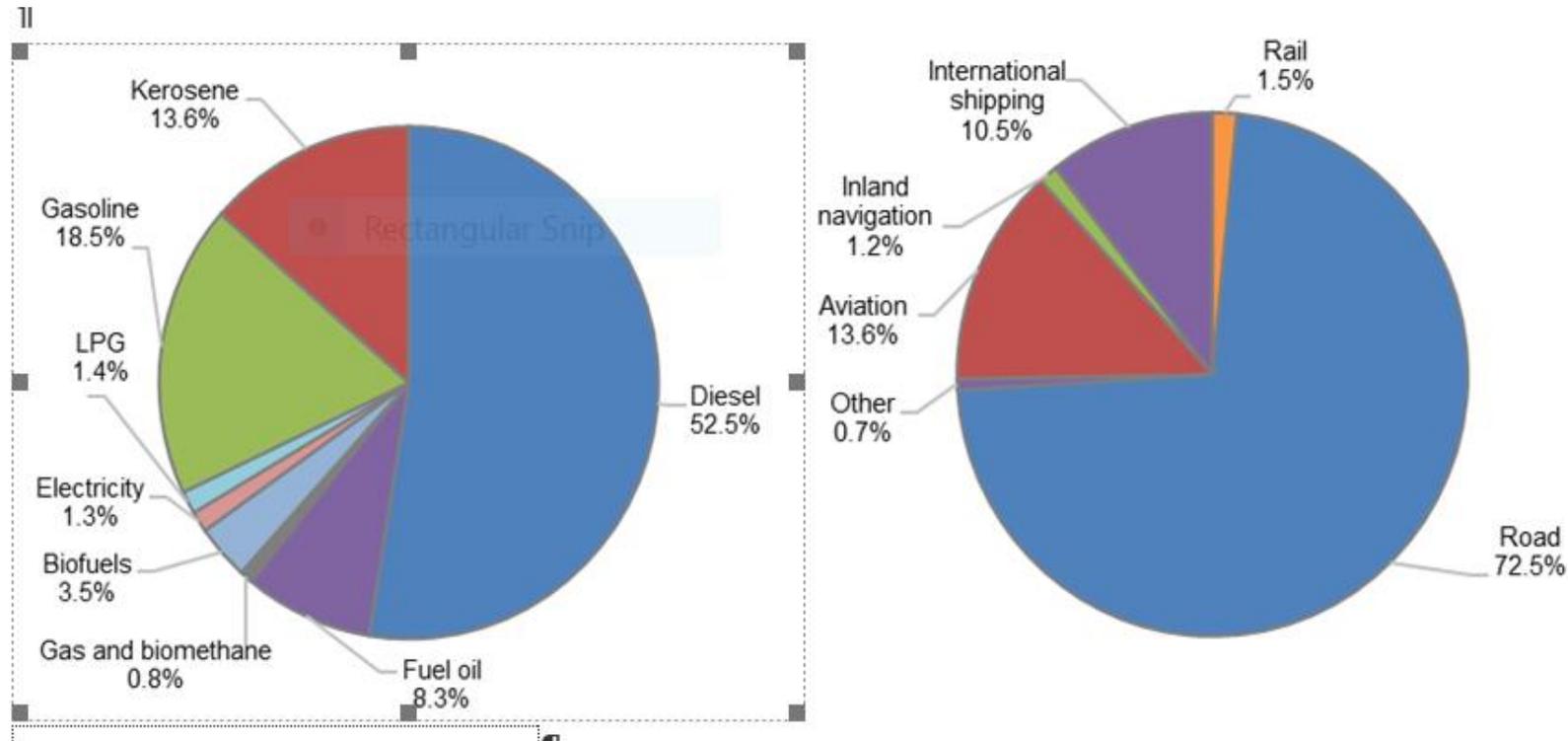
# Revision of Alternatives Fuels Infrastructure Directive (AFID)

- An evaluation of the [Directive 2014/94/EU](#) is under way. The evaluation is foreseen to be closed in Q4 2020. The Commission intends to present a proposal for the revision of this Directive in 2021.
- Impact assessment will be carried out back to back with the evaluation. The revision will address key problems detected:
  - **Shortcomings in the roll-out of recharging/refuelling points across Member States and modes**
  - **Lack of comprehensive connectivity requirements (interoperability)**
  - **V2G (smart charging and grid integration)**
  - **Consumer information**

# Fuel and vehicles projections 2050

# Current EU transport fuel supply and projections

- In 2017, EU transport depended on oil products for about 94% of its energy needs; Europe imports around 86.7% of its crude oil and oil products from abroad, with a bill up to EUR 500 million per day



# Current EU transport fuel supply and projections

- The “1.5TECH” and “1.5LIFE” scenarios reach net zero GHG emissions by 2050 and thus pursue efforts to achieve a 1.5°C temperature change. In the 1.5TECH and 1.5LIFE scenarios emissions from transport are projected to be 91-92% lower in 2050 relative to 2005 (89-90% lower in 2050 relative to 1990).

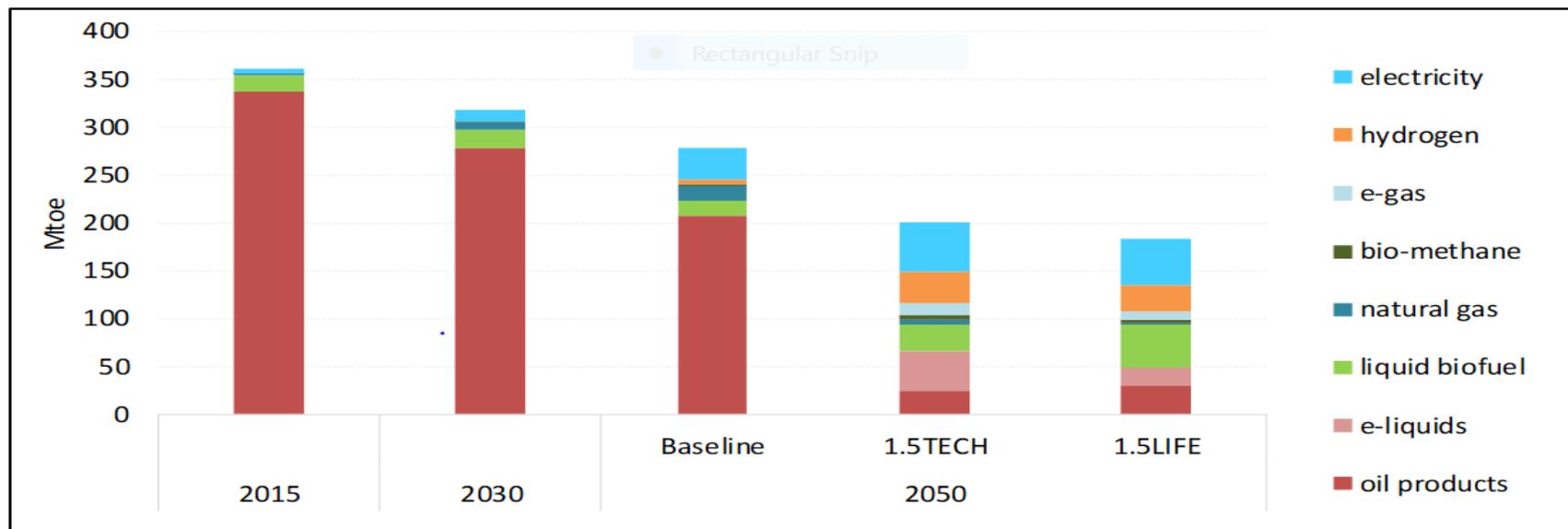


Figure 2-4. Fuels consumed in the transport sector (including international aviation but excluding international maritime) in 2050 in the Baseline, 1.5TECH and 1.5LIFE scenarios  
Source: Baseline scenario, PRIMES-TREMOVE model, E3-Modelling

# Passenger cars fleet - Projections

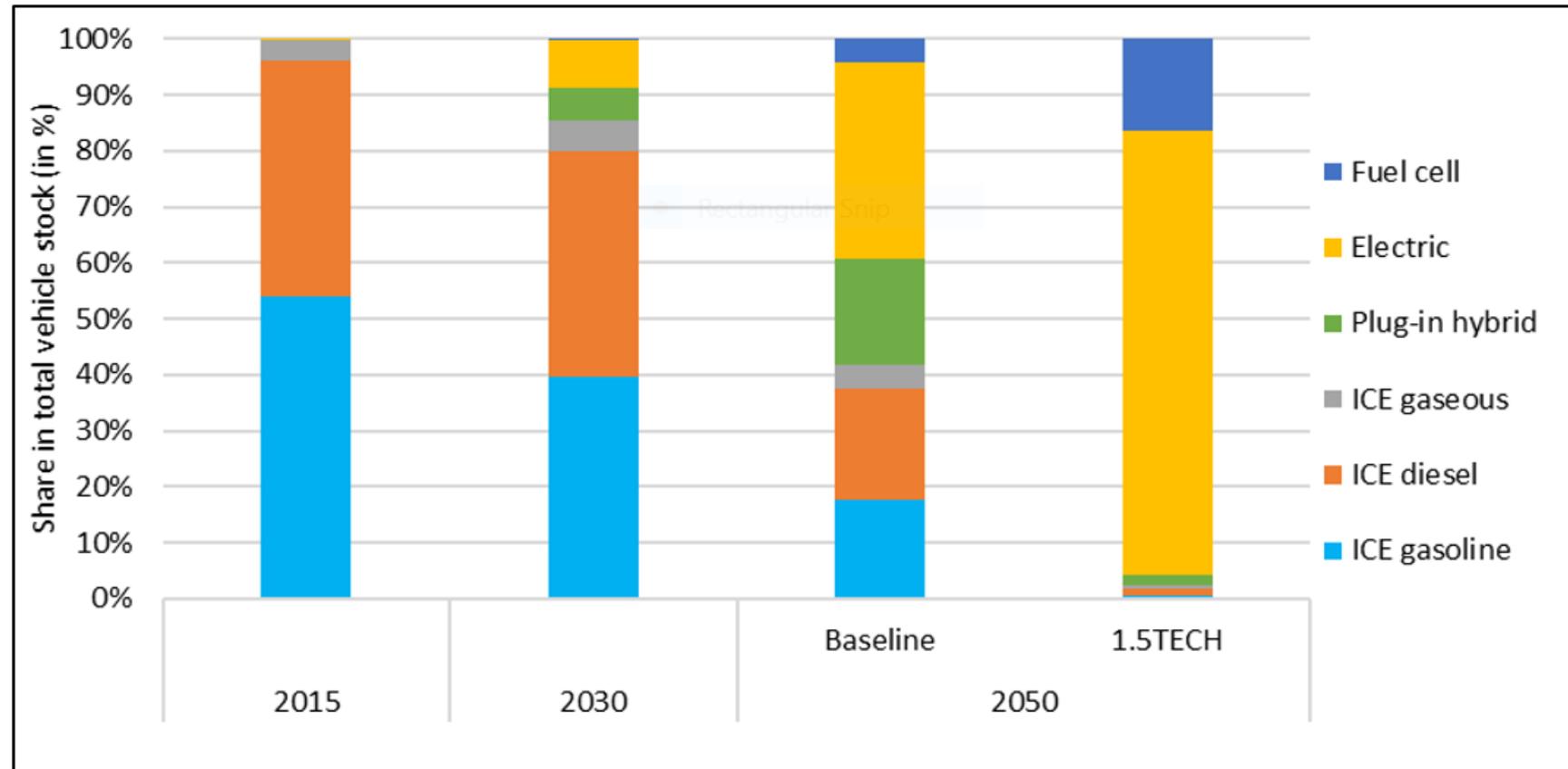


Figure 6-7. Market development: EU car stock, by fuel type and scenario  
 Source: adapted from (EC, 2018c)

# HDV fleet-Projections

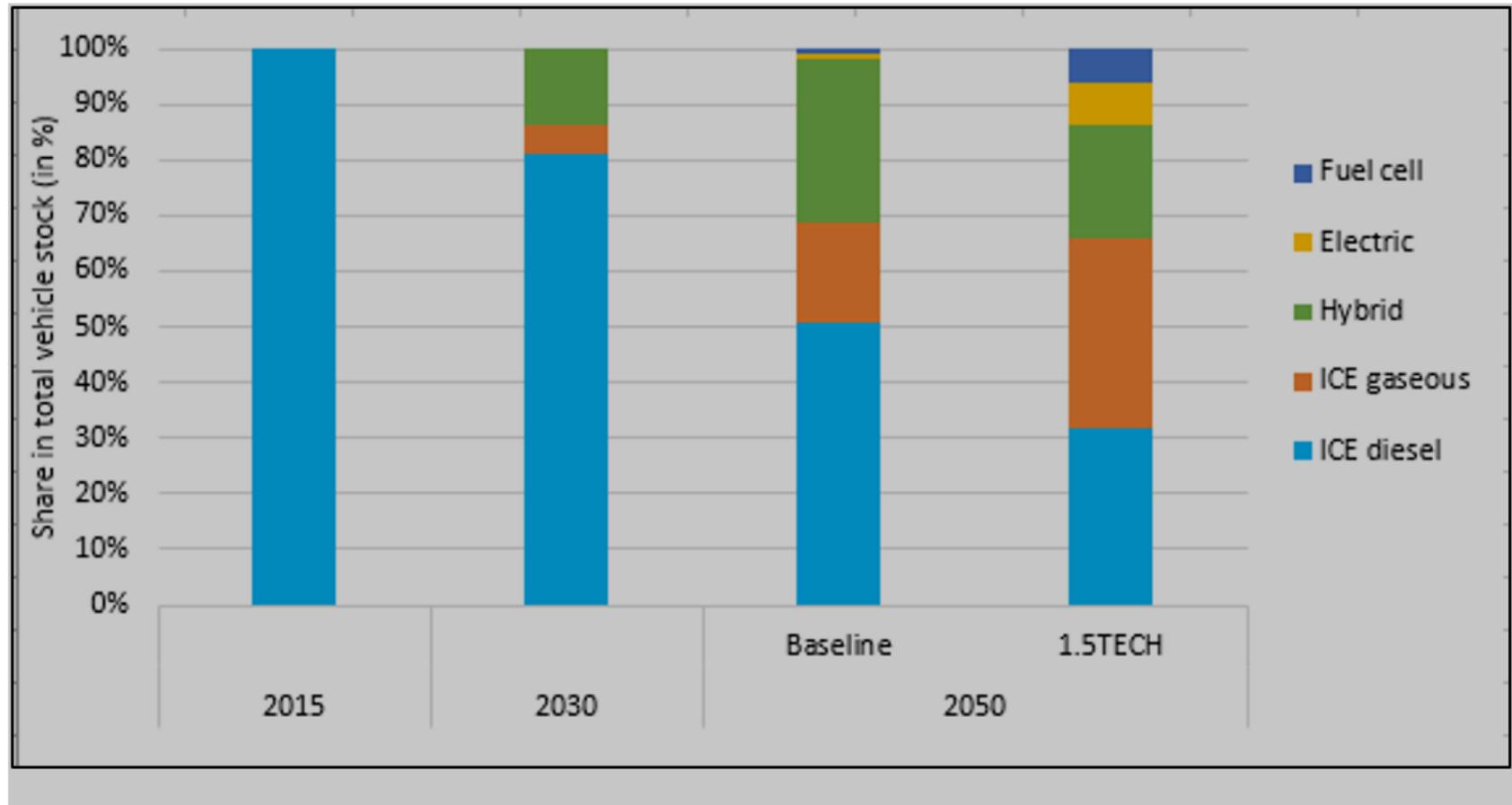


Figure 9. Market development: EU HCV stock, by fuel type and scenario  
Source: adapted from (EC, 2018c)

# Fuel Price regulation: main recommendations

# Fuel Price Comparison regulation

Art 7.3 of the AFI Directive stipulates that "[Where appropriate](#), when displaying fuel prices at a fuel station, in particular for natural gas and hydrogen, comparison between the relevant unit prices shall be displayed for information purposes".

The Commission has adopted, by means of the [Commission implementing regulation \(EU\) 2018/732](#), a common methodology for alternative fuels unit price comparison. The date of application of this regulation was amended by [Commission Implementing Regulation \(EU\) 2020/858](#).

The methodology for calculating a comparison of alternative fuel prices shall [concern conventional fuels and alternative fuels as specified in Art \(2\) of Directive 2014/94/EU](#), particularly electricity, hydrogen, liquefied petroleum gas and natural gas, without excluding other alternative fuels such as biofuels and biofuels blends in conventional fuels if marketed separately from conventional fuels blends.

The implementation of the [Commission implementing regulation \(EU\) 2018/732](#) shall apply from [7 December 2020](#)

# Fuel Price Comparison: main recommendation

- The guidelines presented today aim to support a consistent and harmonized implementation of the provisions of article 7.3 in of the Alternative fuel infrastructure Directive in all Member States;
- MS should encourage filling owners to display the fuel prices at €/100km in an extensive way going beyond of the minimum criteria established in the recommendations;
- The development of a portal/online tool for fuel price comparison is fully recommended to ensure consumers/users can make a straightforward comparison among the fuel costs of vehicles with different fuel types existing in the market;
- I would like to thank the MS participating in the PSA for the work done!

# Online Workshop, 8th September 2020: Fuel Price Comparison

- Thank you for your attention!
- Antonio Tricas Aizpun
- For any question: [antonio.tricas-aizpun@ec.europa.eu](mailto:antonio.tricas-aizpun@ec.europa.eu)