For Consumers and Climate

ChargeUp Europe's position on the Alternative Fuels Infrastructure Regulation (AFIR), Renewable Energy Directive (REDIII) and CO2 Standards for light duty vehicles proposals

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ChargeUp
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Key Recommendations for AFIR proposal

1. Introduce higher short-term Light-Duty Vehicles (LDV) targets to stimulate EV markets – followed by progressive phase out.

2. Maintain focus and targets on Heavy duty Vehicle (HDV) charging infrastructure.

3. Recognize the importance of the EV charging subscription model and ensure publicly accessible charging infrastructure enables subscription payments and roaming capability.

4. Ensure a future proof approach to payments and avoid mandating specific payment technologies for ad-hoc payments.

5. Ensure the provisions on price transparency, while ensuring non-discriminatory practices, enable competitive tailoring of rates and provision of useful and comparable price information to drivers.

6. Revise definition of publicly accessible to introduce more detailed definitions for 'fully publicly accessible', 'limited publicly accessible' and 'non-publicly accessible' charging infrastructure.

7. Extend the provisions on smart charging to all (AC and DC) newly installed publicly accessible charging infrastructure.

8. Address regulatory barriers and include provisions so that National Policy Frameworks mandate specific time limits between a permitting request and realization of the connection to the grid. (8-12 weeks period for AC charging; 4-6 month period for DC charging)

9. Work with the Sustainable Transport Forum to develop harmonized accessibility requirements for EV charging infrastructure across the EU.

10. Create a single European data access point, as opposed to having 27 different access points with fragmented requirements.

Key Recommendations for REDIII Proposal

1. The revised REDIII should ensure that publicly accessible charging infrastructure is roaming capable and has a functioning connection with at least one external roaming platform or mobility service provider.

2. The proposed provisions on smart charging should be extended to cover all new private charging stations (i.e. AC and DC).

3. The credit mechanism should be extended to include the supply of renewable electricity through private charging as this will continue to be the most popular use case.

4. The credit mechanism should ultimately be cross-border in nature to work towards a pan-EU system.

5. The proposal should include wording on training and education for professionals managing, inspecting and working with EV charging infrastructure.

Key Recommendations for CO2 standards Proposal

1. ChargeUp Europe fully supports the ambitions of the proposal to revise performance standards for CO_2 emissions for cars and vans.

2. We believe that the phase out of new internal combustion engine cars by 2035 will play a critical role in the shift to a zero-emission road transport sector.

ChargeUp Europe position on Alternative Fuels Infrastructure Regulation proposal

Introduction

ChargeUp Europe is the voice of the electric vehicle (EV) charging infrastructure industry. ChargeUp Europe has been formed to accelerate the switch to zero emission mobility and ensure a seamless driver experience with access to high quality, readily available charging infrastructure across Europe.

ChargeUp Europe would like to applaud the European Commission on delivering an ambitious and forward-looking "Fit for 55" Climate & Energy Package.

The following paper outlines ChargeUp Europe's views and recommendations on the proposal for an Alternative Fuels Infrastructure Regulation.

Proposal for an Alternative Fuels Infrastructure Regulation (AFIR)

The Commission's proposal paves the way towards a green and sustainable economy, and enables the further uptake of clean, electric mobility.

We very much welcome the Commission's proposal to transform the current Directive into a Regulation. This Regulation should provide the governance framework to enable the development of a single market for EV charging now and into the future. It must help spur the early-stage market into a more mature phase, capable of supporting millions of EVs and drivers, and many millions of recharging sessions, while providing the rules and requirements for competition, interoperability, and more which will ensure that the market continues to grow to meet the demands of EV drivers.

A strong, forward-looking regulation will harness the digital nature and strengths of the EV industry, unlock the energy saving and optimizing benefits, provide excellent services for drivers at competitive prices and space for market players to innovate and compete.

Such a Regulation would support even deployment of infrastructure across the EU, preventing the development of a 2-speed Europe, and ensuring that Europe meets its emissions targets and tackles the urgent climate crisis we are facing.

The Commission's proposal contains many important forward-looking provisions which would help accomplish these goals, including the introduction of capacity-based targets for publicly accessible infrastructure and distance-based targets for the Trans-European Network for Transport (TEN-T). Other important aspects include the introduction of reinforced national policy frameworks, improved measures on price transparency and user information, and the increased focus on smart charging and interoperability.

While the Commission's proposal is a big step in the right direction, there are some key areas that require further consideration. **To address these remaining gaps ChargeUp Europe would like to present the following recommendations.**

1. Higher short-term Light-Duty Vehicles (LDV) targets needed to stimulate EV markets – then progressively phased out

As mentioned previously, ChargeUp Europe welcomes the introduction of capacity-based targets as this allows for a dynamic approach following EV market development trends. However, the targets for installed capacity should not be one-size-fits-all but rather be correlated to the size

of the electrified fleet in each Member State. Additionally, targets are most important in the early stages of the market, when there are fewer vehicles and additional tools are needed to stimulate the infrastructure deployment around the country. Once they have served their purpose – of stimulating the early stage of EV adoption – the targets should be phased out, because targets are designed to be met, not exist in perpetuity.

ChargeUp Europe has worked with our knowledge partner, Arthur D Little, to develop a more detailed approach to targets based on the share of electrification in the overall fleets in Member States. *(See Annex I for detailed methodology).*

ChargeUp Europe therefore calls for binding capacity targets at country level based on the share of electrification of the total fleet in a given market. These targets should be set higher at first, to effectively stimulate the deployment of infrastructure and the uptake of EVs in the early stage of the market, then progressively lowered as EV fleet size grows and ultimately phased out entirely when the EV fleet size reaches 7.5% of the whole fleet. At this point, there will be enough organic market activity to support a competitive private sector of EV recharging.

ChargeUp Europe proposes the following targets for all publicly accessible charging stations for battery electric vehicles and plug-in hybrid vehicles:

Public Charging *Binding Infrastructure Targets*	BEV share of vehicle fleet	0 - 1%	>1 – 2,5%	>2,5 – 5%	>5 – 7,5%	>7,5%
	kW/BEV	3,0	2,5	2,0	1,5	No binding infrastructure targets required
	kW/PEHV	2,0	1,65	1,33	1,0	

At the same time, private charging will remain the most important EV use case throughout Europe. ChargeUp Europe therefore supports the introduction of **indicative fleet-based capacity targets for private charging** under AFIR. These indicative targets should be reflected in Member States' national policy frameworks to ensure that there is sufficient coverage for charging at private locations.

ChargeUp Europe proposes the following indicative targets for private charging stations:

Private Charging *Indicative Infrastructure Targets*	BEV share of vehicle fleet	0 - 1%	>1 – 2,5%	>2,5 – 5%	>5 – 7,5%	>7,5%
	kW/BEV	6,0	6,0	8,0	8,0	No binding infrastructure targets required
	kW/PEHV	4,0	4,0	0,0	0,0	

2. Ambitious Heavy-Duty Vehicle (HDV) targets are needed and should be maintained

We fully support the Commission's proposal to insert HDV capacity targets along the TEN-T network and the proposed level of ambition. **ChargeUp Europe believes that ambitious HDV infrastructure targets are necessary** to ensure a complete e-mobility transition across all different transport segments.

> ChargeUp Europe supports focus and introduction of specific targets for HDVs in article 4 and it should be maintained.

3. Recognize importance of subscription model and enable roaming

In the publicly accessible EV charging landscape today, there are two primary models for using the chargers – the mobility service provider (MSP) 'subscription/contract - based approach' and ad-hoc charging. The vast majority of charging sessions on publicly accessible charging stations are initiated via MSP subscription.[1] The AFIR proposal focuses primarily on ad-hoc charging – and we realize why: 'contract-based' charging is considered an activity that should be driven by the market. In its current form, this risks undermining the subscription model and thereby consumer choice and services. AFIR should do more to recognize and promote the key role of the subscription-based payment model in empowering consumers and driving emissions reduction in road transport. **ChargeUp Europe firmly believes that the ad-hoc model and the subscription model are complementary to each other and should therefore be treated on equal footing in the legislation.**

The subscription model brings huge benefits for consumers. It allows them to receive more favorable, tailored tariffs, enables plug and charge functionality, provides them with accurate information on the location and availability of charging stations, and is the basis on which many future services and innovations can be developed and offered.

Of critical importance, and as highlighted in the Renewable Energy Directive proposal, subscriptions also facilitate the use of more sophisticated solutions like smart charging, which are necessary to reduce grid development costs, impact on the grid, and achieve the many system integration benefits that come from emobility, and which play a key part in the transition to a climate neutral transport and energy system.

Ensuring that users can roam and use their MSP subscription at charging points of different operators is vital to the growth of the EU market and experience for EV drivers. To enable this, the AFIR legislation should make sure that charge point operators (CPOs) ensure all publicly accessible charging infrastructure they operate is roaming capable and has a functioning connection with at least one external roaming platform or mobility service provider.

> AFIR should bring the subscription model on a level playing field with ad-hoc payment. In Article 5, there is a need for a provision to ensure that **operators of public recharging points offer the possibility to pay for a recharging session via a mobility service provider subscription.**
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> AFIR should include a new **sub-paragraph in article 5 to ensure that publicly accessible charging infrastructure is roaming capable and has a functioning connection with at least one external roaming platform or mobility service provider.**

4. AFIR provisions on payments should reflect the needs of EV drivers now and in the future

ChargeUp fully supports the goals of the AFIR proposal to make EV driving more accessible and user-friendly for EU citizens. Ad-hoc charging at publicly accessible stations is very important to accelerate the transition towards e-mobility. However, it is important that the means of payment are not prescriptive. From RFID cards to mobile apps and contactless payment options, EV charging stations already come equipped with solutions for site hosts to collect payments from

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[1] Based on an internal survey of CUE member CPO's and MSPs

EV drivers. The EU's approach on **ad-hoc payments should be technology neutral and future-proof, enabling all future payment options**.

> ChargeUp Europe recommends **removing the mandating of specific payment methods for ad-hoc charging for EV charging stations** under article 5. Mandating specific payment types, while consumer behavior and payment technologies are evolving rapidly, is not a future proof approach.
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> Also, and in light of consistency across EU legislation, ChargeUp Europe recommends inserting the definition of "Payment services" as already defined in the Payment services directive.

5. Provisions on pricing should support consumer choice and ensure transparency

As mentioned above, the subscription model for EV charging is the most widely used payment method by consumers. Central to this model is the ability of MSPs to offer consumers tailored rates and tariffs (i.e. 'membership benefits'). We believe that the current provisions on pricing need be clarified to **ensure that MSPs can continue to offer tailored rates and have sufficient room for commercial freedom in contract settings**. It is also important to clarify in the proposal that CPOs can differentiate prices offered to MSPs, based on contractual terms, and that this is not discriminatory. Differentiation of pricing among contracts to enable freedom and innovation among market players is not the same as discrimination, and this should be clarified.

Additionally, the current AFIR proposal mandates that MSPs should make available to drivers the breakdown of all costs and fees, which could lead to an excessively detailed list of pricing aspects which bring no added benefit to the consumer. We fully **agree on the need for transparency and clear information on pricing for consumers but recommend tailoring the provision to ensure that the pricing information is useful and easily comparable for the consumer.**

Finally, customers demand accurate information. The mandate that certain information is posted physically at charging stations risks that customers will not get valid information when they arrive. Many chargers do not have displays or places to post information and information should be able to be provided to drivers via freely available electronic means, rather than physically at the station.

> ChargeUp Europe recommends amending article 5(4), to **ensure that tailored rates can continue to be offered** while also ensuring that discriminatory practices with the intent to discourage fair competition are not put in place.
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> ChargeUp Europe recommends a simplification of article 5(5) **so that the price components that MSPS provide to users are understandable, useful, and easily comparable.**

6. All publicly accessible chargers should be capable of smart charging

The Commission's proposal requires CPOs to ensure that all publicly accessible normal power charging stations are capable of smart charging. However, ChargeUp Europe believes that drivers should have the option of smart charging in as many locations as possible - at fast chargers and normal chargers. There are many use cases, such as load balancing between multiple fast or high powered chargers at a charging 'pool', where smart charging functionality would have a role to play for chargers of higher power levels.

> ChargeUp Europe recommends **extending the proposed provisions on smart charging under article 5(8) to cover all publicly accessible charging stations** (ie. AC and DC) and thus removing the reference to 'normal power' charging stations and ensuring that the obligation applies only to 'newly installed' stations.

7. Clear and harmonized definitions needed for fully publicly accessible, limited publicly accessible, and non-publicly accessible charging infrastructure

The definition proposed by the European Commission on "publicly accessible charging infrastructure" is too vague, leaves room for interpretation, and risks not providing the necessary clarity for operators, location hosts, public authorities, and EV drivers.

The revised legislation should propose clear and coherent definitions, ensuring sufficient clarity for Member States in terms of target setting, eligibility for public financing, or technical and legal requirements. For operators, it is important that these definitions are clear as the requirements for the charging stations will change depending on how they are classified. Finally, EV drivers need to know what service and functionality they can expect when charging.

ChargeUp Europe would therefore propose to include the following definitions and requirements:

Fully Publicly Accessible

Definition	A fully publicly accessible charging station provides Union-wide non-discriminatory access to any EV driver and use of the charging station is not conditional on purchase or use of any other service or contract; Non-discriminatory access includes different terms of authentication, use and payment options.
Requirements & characteristics	Must meet all of the below requirements to be fully publicly accessible. 1. Charging station must be fully interoperable via international "de facto" standards OCPP and OCPI. 2. Roaming must be enabled and is in use with reasonable pricing. 3. Ad-hoc payments for charging must be possible (through any payment technology). 4. Charging station must be published and mappable - published in the European National Access Point (NAP) database and can be found via standard navigations systems. 5. Charging system must be reachable by the public; not limited to any user group nor requiring special access permissions. 6. Parking fees can be requested for the parking bay at the charging station and must not be seen as a limitation.

	7. Charging station must be publicly accessible for at least 65% of the day by the public if it is limited by opening hours.

Limited Publicly Accessible

Definition	A limited publicly accessible charging station is a charging station where access of use is subject to specific access restrictions, including: limited to a defined group of users; limited access for charging contracts due to lack of roaming capabilities; limited access to the area where the charging stations have been installed; limited access for the public during the day due to opening hours (less than 65% open for public).
Requirements & characteristics	One of the requirements for fully publicly accessible charging stations is not implemented or activated. Examples: 1. Use of other protocol for communication with the charging station. 2. Roaming is not enabled or in use. 3. No possibility to make use of ad-hoc payment for charging. 4. Charging station is not published. 5. Opening hours for the public are too short (less than 65% of the day). 6. Charging station can only be accessed by special permission (e.g. Key for gate, taxi license for passing the barrier at a taxi stand, etc).

Non-Publicly Accessible

Definition	A privately accessible charging station is a station that is installed on private ground (drive way, residential building or depot) where access and use of the charging station is reserved for the residents on the property.
Requirements & characteristics	1. Access and use of the charging station is limited only to the residents of the private ground. 2. Guest charging only possible with approval of the owner. 3. Roaming and billing is not enabled and used. 4. Stand-alone charging stations (not connected to any CPO back office) are always seen as private accessible.

When looking at the classification of accessibility for the charging stations, we can see a certain overlap. Certain types of charging stations may have different classifications depending on their characteristics. In ANNEX II, examples are given to show that a certain type of charging station can be classified differently depending on its installation, location, and configuration.

8. Grid connection issues deserve special attention under National Policy Frameworks

The current proposal reinforces Member States' obligations under the National Policy Frameworks (NPFs). However, we believe that certain obstacles to the proper rollout of charging infrastructure deserve some specific attention, especially in relation to grid connections and open and transparent processes.

To ensure adequate and timely grid connections, the **permitting processes within EU countries and Distribution System Operators (DSOs) need to be revised and accelerated**. The different

national processes are often lengthy and complex, resulting in a major bottleneck slowing down the growth of the EV market.

We believe that **the following time limitations** between the permitting request and the realization of the connection to the grid would be appropriate:

- 8-12 weeks period for AC charging
- 4-6 month period for DC charging

> ChargeUp Europe recommends that Member States include in their national policy frameworks **clear time limits between the grid connection request and the realization of the connection** under their NPFS and that they introduce measures to ensure open and transparent tendering procedures.

9. Harmonized EU wide accessibility requirements needed

We strongly welcome the AFIR proposal's recognition of the need to ensure accessibility for all users. We would welcome the Sustainable Transport Forum to look more deeply into this topic and develop harmonized accessibility requirements across the EU. These should include, amongst other things, ensuring that a certain percentage of parking spaces for people with reduced mobility have EV charging infrastructure available.

> ChargeUp Europe recommends building on the work of the Sustainable Transport Forum to work towards harmonized accessibility requirements across the EU.

10. Data provisions should be harmonized and streamlined at the EU level

CPOs are currently required to submit different data in different formats to each Member State and their different national access points. This is resulting in fragmented and sub-standard data collection across the Union, making public, reliable, consistent, and comparable data rare. ChargeUp Europe therefore argues that it would be more efficient and beneficial to define **one common harmonized European access point** which would make data submission and collection easier.

Moreover, it is also important to understand what access point and what types of data will be required. It is critical that this is done in a structured and detailed manner, to ensure that the governance of the data is working properly and that the data provided is of high quality and useable. As the Sustainable Transport Forum is currently working on this issue and defining which types of data should be provided to access points, **ChargeUp Europe believes it is not necessary to specify the data types in the legislation, as they are subject to ongoing work and should be defined at a later stage through a delegated act.**

> ChargeUp Europe advocates for the **creation of a single European access point (article 18) and to specify what types of data need to be provided through a delegated act, after the EU Commission Sustainable Transport Forum concludes its work on the issue.**

ANNEX I - AFIR Infrastructure Target Review for Light Duty Vehicles

- **See here for detailed methodology** developed by ChargeUp Europe and Arthur D Little.

ANNEX II – Examples of different classification of charging segments

Type	Description	Characteristics	Classified as
Home Charger	Charger at home of the EV driver	Not connected to CPO back office	Non-Public
		Only in use by Homeowner, no guest charging	Non-Public
		Guest charging active via Roaming	Limited
Residential Area Charger	Charger at a residential area on public road	Access to charger is public, roaming and ad-hoc payment possible, parking fee can apply	Fully Public
Residential Building Charger	Charger at the parking area of a residential building	Charger is installed on parking lot of 1 resident and can only be used by the resident	Non-Public
		Charger is available for all residents of the building and can be accessed by use of special list of charge cards	Limited
Commercial Parking area	Charger at a parking area outside or in a building	Access to charger is open 24/7 and, roaming active and ad-hoc payment possible, parking fee applies	Fully Public
		Access to parking only during shop hours (6am–10pm), roaming and ad-hoc payment possible, parking fee applies	Fully Public
		Access to parking area only with special license, roaming and ad-hoc payment possible	Limited
Workplace Charger	Charger at the workplace	Charging done via employee card	Limited
		Behind fence and charging starts by plug-in (no authentication)	Non-Public
		Roaming used for authentication, charging station behind barrier with limited access (only employees and approved guests	Limited
		Roaming used for authentication, charging area is publicly accessible and open 24hours, ad-hoc possible is possible via Apps	Fully Public
Depot charger	Charger at a depot for charging commercial EVs (e.g. buses)	Access to the depot only allowed for vehicles of the depot	Limited
Corridor charger	Charger along the highways	Access to charger 24/7, open for all public and roaming and ad-hoc payment possible	Fully Public

ChargeUp Europe position on the Revision of the Renewable Energy Directive

Overview

The revision of the Renewable Energy Directive (REDIII) is closely linked with the ongoing AFIR revision. Both will play an important role in creating the right framework for EV charging for all charging use cases in public and private locations.

The REDIII proposal includes a very welcome focus on the potential of EV charging to contribute to cleaner, more efficient energy systems. As recognized in the proposal, EV charging offers major opportunities for flexibility, load balancing and storage services provided to the electricity system and market. Through enabling and fostering the use of smart charging we can maximize the potential of e-mobility to make the transition to environmentally friendly transport and energy systems.

In order to take advantage of these opportunities there are a number of provisions that should be strengthened in the proposal. Below we outline key recommendations for the Revision of the Renewable Energy Directive.

Key Recommendations

Recognize importance of subscription model and roaming

EV smart charging can offer enormous benefits such as load balancing and flexibility that reduce grid development costs, impact on the grid, and achieve the many system integration benefits that come from e-mobility. The widespread deployment of smart charging will play a key part in the transition to a climate neutral transport and energy system.

The REDIII proposal recognizes this and importantly highlights that in order to fully unlock these benefits, it is important that electric vehicle users can use their subscription at multiple recharging points. By enabling drivers to roam and to use their subscriptions at charging stations of different operators, smart charging and energy system integration can be widely deployed.

To deliver this, the proposal should make sure that charge point operators (CPOs) ensure all publicly accessible charging infrastructure they operate is roaming capable and has a functioning connection with at least one external roaming platform or mobility service provider.

> The revised REDIII should include a new sub-paragraph to ensure that publicly accessible charging infrastructure is roaming capable and has a functioning connection with at least one external roaming platform or mobility service provider. (Article 20.a)

Extend Smart Charging obligations to all chargers

ChargeUp Europe believes that drivers should have the option of smart charging in as many locations as possible – at fast chargers and normal chargers. Smart charging functionality should be mandated on all new non-publicly accessible chargers. This will complement our recommendations for the AFIR proposal and on roaming to ensure smart charging capability on newly installed fast and normal publicly accessible stations in order to provide smart charging as widely as possible.

> ChargeUp Europe recommends extending the proposed provisions on smart charging to cover all newly installed charging stations (i.e. AC and DC) and thus removing the reference to 'normal power' charging stations. (Article 20.a)

Extend credit mechanism to private charging and make it cross-border

The proposed credit mechanism will play an important role in ensuring the use of renewable energy in the transport system.

The credit mechanism should also be applicable for the supply of renewable electricity through private charging stations (in addition to public charging stations) which will continue to be the most widely used form of charging in the coming years. Private charging offers enormous potential for renewable energy use, vehicle-to-grid and energy balancing functionalities. Extending the credit mechanism to private charging will incentivize the use of renewable energy in private locations and improves the business case for renewable energy use.

A renewable energy credit scheme for the transport sector can significantly support and increase the uptake of green electricity for transport by supporting fuel suppliers in fulfilling their obligation. Ideally such mechanisms should be cross-border and compatible among EU countries to reach a pan-European system.

Finally, the proposal, as it is currently worded creates uncertainty as to who would be eligible for receiving credits for the supply of renewable electricity through charging points. We recommend replacing 'economic operators' with 'charge point operators or the entity responsible for supplying electricity for EV charging' to clarify who would be eligible to receive such credits.

> ChargeUp Europe recommends a more ambitious approach to the credit mechanism to ultimately make it a cross border in nature and to work towards a pan-EU system. (Article 25)
>
> The mechanism should be extended to include the supply of renewable electricity through private charging as this will continue to be the most popular use case. Incentivizing the use of renewable energy in these settings will play an important role in promoting green electricity. (Article 25.2)
>
> ChargeUp Europe recommends clarifying that it is 'charge point operators or the entity responsible for supplying electricity to EV charging' who will be eligible to receive credits for the supply of renewable electricity through charging points. (Article 25.2)

Extend training opportunities to EV sector

The proposal includes a focus on the need for training and education for installers and designers of all renewable heating and cooling systems in buildings, industry and for installers of solar photovoltaic systems. We believe that training and education should also be promoted for professionals managing inspecting and working with EV charging infrastructure.

It will be important to build local official capacity on electric vehicle charging deployment effectively. To this end, guidance and trainings should be established for key stakeholders and existing professionals (e.g. building designers, building managers, electricians, software developers, installers architects, fire authorities, electrical inspectors, etc.) to teach them how to design for the electrified future and what to look for in their safety inspections.

> ChargeUp Europe recommends including wording on training and education for professionals managing inspecting and working with EV charging infrastructure. (Article 18.3)

ChargeUp Europe position on Revision of CO2 emission performance standards for new passenger cars and new light commercial vehicles

ChargeUp Europe fully supports the ambitions of the proposal to revise performance standards for CO2 emissions for cars and vans.

We believe that the phase out of new internal combustion engine cars by 2035 will play a critical role in the shift to a zero-emission road transport sector.

The increased 2030 target[2] of 55% reduction will be important in ensuring we stay on the pathway to phase out by 2035. As the 2025 target of a 15% reduction remains unchanged in the proposal, we believe an interim target (e.g. for 2027) could be considered to further ensure we stay on track to the 2035 phase out.

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[2]The 2030 target would require a 55% CO2 emissions reduction compared to 2021 levels