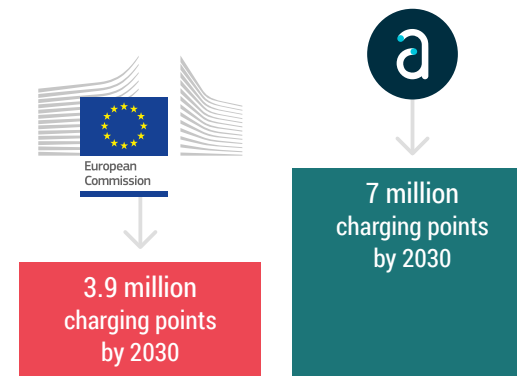




Ambitious CO2 targets must be accompanied by equally ambitious mandatory targets for charging points and hydrogen stations in all 27 EU member states. It is essential that the Alternative Fuels Infrastructure Regulation (AFIR) sets targets that are robust enough to enable future CO2 targets to be met in reality.

| | COMMISSION PROPOSAL | NEEDED IN REALITY |
|---|---|---|
| Total number of ECVs in 2030 | 34.4 million BEVs 13.7 million PHEVs | 34.4 million BEVs 13.7 million PHEVs |
| Average annual milage per ECV | 13,414km | 13,414km |
| Average energy consumption per ECV | 12kWh / 100km | 20kWh / 100km |
| Share of charging at public stations | 40% | 60% |
| Average charging power per normal charger | 7.7kW | 11kW |
| Average charging power per fast charger | 104kW | 185kW |
| Charging capacity per BEV | 1kW | 3kW |
| Charging capacity per PHEV | 0.66kW | 2kW |
| Total number of chargers by 2030 | 3.9 million | 7 million |
| Distance between hydrogen stations | 150km (by 2030) | 100km (by 2027) |



AFIR KEY RECOMMENDATIONS

- Increase the level of power needed for public charging
- Align the implementation timeline of the TEN-T core network with that of the TEN-T comprehensive network, while increasing the overall power installed per charging point
- Introduce a density parameter for charging points
- Stimulate fast charging deployment
- Take into account the specificities of vans
- Lower the maximum distance between hydrogen refuelling stations and speed up their deployment

ECVs = electrically-chargeable vehicles (BEVs + PHEVs) | BEVs = battery electric vehicles | PHEVs = plug-in hybrid electric vehicles