



European  
Automobile  
Manufacturers  
Association



## JOINT CALL FOR THE ACCELERATED DEPLOYMENT OF HYDROGEN REFUELLING INFRASTRUCTURE ACROSS THE EU

The fight against climate change is a top priority of the new European Commission and Parliament, in line with the adoption of the Paris Agreement. Indeed, the 'Green Deal' unveiled by the new Commission President, Ursula von der Leyen, seeks to ensure that the EU becomes climate neutral by 2050.

The European Automobile Manufacturers' Association (ACEA), Hydrogen Europe and the International Road Transport Union (IRU) agree that transport, and specifically road transport, need to be decarbonised to fulfil these ambitious targets. **Fuel cell electric vehicles can contribute positively to the overall decarbonisation agenda**, as they help reduce CO<sub>2</sub> emissions from road transport, while improving air quality for European citizens:

- Fuel cell vehicles emit **zero emissions at the tailpipe**.
- If hydrogen is produced in a sustainable manner, it is also possible to **significantly reduce well-to-wheel CO<sub>2</sub> emissions**.

Moreover, hydrogen technology acts as a **bridge between the energy and transport sectors** (sectoral integration), offering solutions for a better integration of surplus renewable energies, such as wind and solar ('power to hydrogen'). Hydrogen can also be stored for extended periods, enabling seasonal storage of energy. The growing demand for renewable and low-carbon hydrogen across many industries will increase its supply and bring down costs. This should be the long-term objective.

Europe already has some hydrogen industry champions, and this technology will further **boost European competitiveness**, thereby creating growth and jobs.

Hydrogen powers **diverse mobility solutions**. Fuel cell trains, trucks and vans, as well as hydrogen-powered ships and cars are now becoming available on the market. They can be used for both urban and rural mobility and transportation. Advantages of hydrogen include **short refuelling time and a long driving range**. Also, vehicle weight and load-carrying capacity of trucks are comparable to conventional vehicles.

Customers, however, will only adopt zero-emission vehicles if they are **affordable and convenient**.

- Affordability is the result of combined cost-reduction efforts by automobile manufacturers, energy and fuel suppliers and companies producing hydrogen – supported by incentives from EU member states.
- Convenience depends largely on the vehicles' driving range and the availability of refuelling infrastructure.

Unfortunately, hydrogen refuelling infrastructure is severely lacking today, putting at risk the development of this innovative zero-emission solution. A clear signal and commitment to support

the deployment of hydrogen refuelling infrastructure is urgently needed from the EU institutions and member states. In addition, incentive schemes for renewable and low-carbon hydrogen mobility are essential to make it affordable.

Vehicle manufacturers are already committed to reduce the CO<sub>2</sub> emissions of both light and heavy-duty vehicles. In order to help foster the uptake of zero-emission technologies, to leverage European industrial competitiveness and to allow for a smooth transition to carbon-neutral mobility – and society – by 2050, we urge the European Commission, European Parliament and Council to provide the right framework to support the roll-out of hydrogen infrastructure across the European Union.

This includes:

### **1. Revising the Alternative Fuels Infrastructure Directive (AFID)**

- In order to ensure a level playing field, AFID needs to be revised to include hydrogen infrastructure with mandatory targets. Setting binding targets for member states would encourage a strategic planning of hydrogen infrastructure networks in collaboration with public and private stakeholders.
- In addition, the directive should require a robust implementation of the 28 national policy frameworks.

### **2. Putting in place a strategic plan for infrastructure deployment at the European and national levels**

- Key locations must be planned in dialogue with industry, end users and decision makers to create a hydrogen ecosystem. For light-duty vehicles (cars and vans) and buses, the infrastructure coverage should go beyond the TEN-T core network, which mainly serves heavy-duty vehicles (ie trucks and coaches).
- The specificities of trucks need to be considered given their unique infrastructure requirements, such as high flow pressures, large storage capacities and strategic locations (eg logistic centres).
- Hydrogen refuelling infrastructure must be rolled out right across the EU to enable a pan-European alternative for long-distance transport applications.

### **3. Developing joint ventures or other financial instruments combining EU and national funding**

- The existing EU funding instruments should be targeted, notably the Connecting Europe Facilities (CEF) mechanism, which should ensure infrastructure roll-out in both TEN-T core and comprehensive networks as soon as possible. The TEN-T guidelines should also be amended to include sustainability goals in their requirements.
- Regional funds could help fill the gaps across EU regions and remote areas, especially given the important role regions play in creating a sustainable hydrogen ecosystem for production and distribution.
- The future funding scheme, Clean Hydrogen for Europe, will be an instrumental tool. Other financial instruments – for example those part of the European Investment Bank – should similarly be targeted to unlock innovative business cases and new solutions for infrastructure coverage.

#### 4. Ensuring an EU-wide single market through integrated governance and forward-looking national strategies

- Under the Governance Regulation, EU member states are obliged to provide a solid system of tools and instruments as part of their national energy and climate plans. These plans are key for national actions, targeted investment pledges and initiatives for hydrogen refuelling infrastructure. Most of the current versions of the national energy and climate plans do not include hydrogen-based zero emission transport – this needs to be addressed in the final version of the plans.

#### 5. Supporting European industry competitiveness

- European manufacturers are at the forefront in hydrogen and fuel cell technologies, and future policies at national and European level should confirm this leadership. To this end, instruments such as the Important Projects of Common European Interest (IPCEI) should be strengthened.

The three signatory associations strongly believe that zero-emission transport is part of the solution to tackle climate change and support industrial competitiveness in the EU. With the right support and the right investments, fuel cell vehicles and the associated hydrogen refuelling infrastructure will offer a clean, efficient and affordable alternative to Europeans.

\*\*\*

#### About ACEA

- The European Automobile Manufacturers' Association (ACEA) represents the 15 major Europe-based car, van, truck and bus manufacturers: BMW Group, CNH Industrial, DAF Trucks, Daimler, Fiat Chrysler Automobiles, Ford of Europe, Honda Motor Europe, Hyundai Motor Europe, Jaguar Land Rover, PSA Group, Renault Group, Toyota Motor Europe, Volkswagen Group, Volvo Cars, and Volvo Group.
- More information can be found on [www.acea.be](http://www.acea.be) or [www.twitter.com/ACEA\\_eu](https://www.twitter.com/ACEA_eu).
- Contact: Petr Dolejsi, Mobility & Sustainable Transport Director, [pd@acea.be](mailto:pd@acea.be).

#### About Hydrogen Europe

- Hydrogen Europe is the European association representing the interests of the hydrogen and fuel cell industry and its stakeholders. We promote hydrogen as the enabler of a zero-emission society.
- With more than 130 companies, 73 research organisations and 19 national associations as members, our association encompasses the entire value chain of the European hydrogen and fuel cell ecosystem collaborating in the Fuel Cell Hydrogen Joint Undertaking.
- We are a Brussels-based association fostering knowledge and pushing for fact-based policy making ensuring that the European regulatory framework enables the role of hydrogen in our society.
- For more information, please visit [www.hydrogeneurope.eu](http://www.hydrogeneurope.eu) and follow us on Twitter [@H2Europe](https://twitter.com/H2Europe).
- Contact: Sabine Skiker, EU Policy and Communication Manager, [s.skiker@hydrogeneurope.eu](mailto:s.skiker@hydrogeneurope.eu).

## About IRU

- IRU is the world road transport organisation, promoting economic growth, prosperity and safety through the sustainable mobility of people and goods. Founded in 1948, IRU has members and activities in more than 100 countries. IRU has been managing the only global customs transit system for moving goods across international borders (TIR) since 1949.
- More information can be found on [www.iru.org](http://www.iru.org) or [twitter.com/the\\_IRU](https://twitter.com/the_IRU).
- Contact: Claire Meyer, Senior Manager Communications, [claire.meyer@iru.org](mailto:claire.meyer@iru.org).