



**SUB-GROUP ON HYDROGEN REFUELLING INFRASTRUCTURE FOR ROAD TRANSPORT
VEHICLES**

**SUB-GROUP TO THE GROUP OF EXPERTS ON ALTERNATIVE TRANSPORT FUELS
(‘THE SUSTAINABLE TRANSPORT FORUM’)**

TERMS OF REFERENCE

1. BACKGROUND

Regulation (EU) 2023/1804¹ on the deployment of alternative fuels infrastructure (AFIR) sets binding targets for a minimum supply of hydrogen refuelling infrastructure by 2030 in the EU for the Trans-European Transport (TEN-T) core network and all urban nodes, with further minimum provisions for the set up of such stations. At the same time, the Regulation sets important requirements for user-friendliness of hydrogen refuelling infrastructure, including requirements for data provision and the setting of common technical specifications in areas where standardisation is still outstanding. The Regulation also requires Member States to provide an overview of the state of play, perspectives and planned measures in respect to the deployment of hydrogen refuelling infrastructure for aircrafts in maritime ports, TEN-T rail network parts that cannot be directly electrified and airports, where feasible.

In view of the early stage of development of the market in many Member States and the relevance of ensuring good cross-border connectivity, proper implementation of the requirements in Member States will benefit from timely and targeted guidance established through information from Member States and industry experts regarding planning, permitting, operating and financing of such infrastructure. Moreover, open questions remain around certain technological developments, including the need for further standardisation, approaches to making hydrogen available at the stations and the planning for the deployment of hydrogen refuelling infrastructure in modes other than road transport.

On 23 April 2015, the European Commission established the group of experts on alternative transport fuels (‘the Sustainable Transport Forum or ‘the STF’) by Decision C(2015)2583 (the ‘STF establishment decision’)². By Commission Decision of 9 December 2020³, the STF has been renewed until 31 December 2030 (the ‘STF renewal decision’). The STF assists the

¹ Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU

² Commission Decision C(2015)2583 final of 23 April 2015 on setting-up an expert group on alternative transport fuels (‘the Sustainable Transport Forum’).

³ Commission Decision of 9 December 2020 on renewing the group of experts on alternative transport fuels (‘the Sustainable Transport Forum’) – C(2020)8535 final.

Commission with a view to facilitating the implementation of Directive 2014/94/EU⁴ (now repealed) and its successor Regulation (EU) 2023/1804⁵ on the deployment of alternative fuels infrastructure by providing technical expertise.

Under Article 5(2) of the STF establishment decision and Article 8 of the STF renewal decision, the European Commission's Directorate-General for Mobility and Transport ('DG MOVE') may set up sub-groups to prepare and support the work of the STF.

On this basis, DG MOVE has decided to set-up a sub-group on hydrogen refuelling infrastructure for road transport vehicles as a sub-group to the STF.

The sub-group's main mission shall be to assist the Commission in developing a substantive understanding and recommendations on how to plan for and implement the rollout of hydrogen refuelling infrastructure for road transport vehicles, including as regards financing needs and approaches to pooling investment.

The sub-group will facilitate the exchange between public authorities, industry experts and the Commission as regards the development of high quality hydrogen refuelling infrastructure. This includes, for example, exchange of best practice and non-binding guidance and recommendations on planning and permitting procedures, needs and possibilities to address outstanding needs for common technical specifications and approaches to derisking and pooling of finance for hydrogen refuelling stations.

The sub-group will have to align with, receive inputs from and feed into the work foreseen under the new sub-group on heavy-duty vehicles that will deal primarily with the focus on technology and market-readiness of vehicles. Work programmes of both sub-groups should be aligned under the supervision of the Commission.

The sub-group's work is expected to start in the first quarter of 2024. A detailed roadmap with a set of deliverables based on the specific needs identified by the sub-group members shall be defined and updated every year following deliberations at the first meeting of the sub-group in that calendar year.

The sub-group shall report to the plenary meetings of the STF. To facilitate the reporting process, the sub-group shall appoint a rapporteur who shall participate in the STF plenary meetings, informing about the progress and issues encountered.

For any aspect not explicitly mentioned in these terms of reference, the sub-group shall operate in compliance with the Commission Decision of 9 December 2020 on renewing the group of experts on alternative transport fuels, the group's rules of procedure and the Commission's horizontal rules on expert groups ('the horizontal rules')⁶.

2. SUBJECT MATTER

The Sub-Group on Hydrogen Refuelling Infrastructure for Road Transport Vehicles ('the sub-group') is set up.

OJ L 307, 28.10.2014, p. 1, Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure.

⁵ OJ L 234, 22.9.2023, p. 1, Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU

⁶ C(2016) 3301.

3. TASKS

The sub-group's mission shall be to establish cooperation and coordination between the Commission, Member States and stakeholders on questions relating to the implementation of Alternative Fuels Infrastructure Regulation connected to the use of hydrogen. The scope could be extended to other modes of transport in the course of the work of the sub-group.

The sub-group's specific tasks shall be:

1. to discuss needs assessment for hydrogen refuelling infrastructure for road transport vehicles in Member States based on available data, map outcomes and delineate conclusions that could support the process of drafting national policy frameworks in Member States. This work should include discussing how to deal with cross-border sections, the interpretations of AFIR requirements including those to be further set out (technical specifications and standards) and how to best involve all relevant actors in the design of locations. It should also address issues around the supply of hydrogen to the refuelling stations.

In this context, the sub-group should also take into account the input from the sub-group on heavy-duty vehicles on technological maturity, use cases and barriers for the deployment and operation of hydrogen fuel cell trucks from the perspective of transport operators and automotive manufacturers, including infrastructure needs. The sub-group should also provide feedback and inputs to the work of that sub-group, in particular in view of the preparation of the technology and market readiness report for HDVs. Exchange of inputs between the groups and joint meetings, when needed, will be facilitated by the Commission.

2. to determine best practices in supporting operational expenses (OPEX) in early maturity and develop non-binding recommendations on how to improve financing, including recommendations on pooling;
3. to develop different templates, standard contract provisions and other 'off the shelf' solutions for the use by public authorities in their public procurement, concession, license and/or grant award procedures for hydrogen refuelling infrastructure;
4. to discuss and propose other tools, guidelines and solutions that could help both public authorities and market actors further improve procurement and investment practices;
5. to identify first-hand problems experienced in the deployment of hydrogen refuelling stations.

4. MEMBERSHIP

1. The sub-group shall be composed of up to 60 members.
2. Members shall be organisations in the broad sense of the word, including companies, associations, Non-Governmental Organisations, trade unions, universities, research institutes, law firms and consultancies ('Type C members'), Member States' authorities at national, regional or local level ('Type D members') and other public entities such as third countries' authorities, including candidate countries' authorities, Union bodies, offices or agencies and international organisations ('Type E members'). The sub-group shall be composed of no more than 30 Type C members.

3. Organisations, Member States' authorities and other public entities shall nominate their representatives considering their suitability with regard to the tasks of the sub-group, and shall be responsible for ensuring that their representatives provide a high level of expertise. DG MOVE may refuse the nomination by an organisation of a representative if it considers this nomination inappropriate in the light of the requirements specified in the call for applications. In such case, the organisation concerned shall be asked to appoint another representative.
4. Member organisations who are no longer capable of contributing effectively to the sub-group's deliberations, who, in the opinion of DG MOVE, do not comply with the conditions set out in Article 339 of the Treaty on the Functioning of the European Union or who resign, shall no longer be invited to participate in any meetings of the sub-group and may be replaced for the remainder of their term of office.

5. SELECTION PROCESS

1. The selection of member organisations shall be carried out via a public call for applications, to be published on the Register of Commission expert groups and other similar entities ('the Register of expert groups'). In addition, the call for applications may be published through other means, including on dedicated websites. The call for applications shall clearly outline the selection criteria, including the required expertise and the interests to be represented in relation to the work to be performed. The minimum deadline for applications shall be four weeks.
2. Registration in the Transparency Register⁷ is required in order for organisations to be appointed.
3. Member organisations of the sub-group shall be appointed by the the Director-General of DG MOVE from applicants with competence in the areas referred to in point 3 and who have responded to the call for applications.
4. Member organisations shall be appointed for a duration of 4 years. They shall remain in office until replaced or until the end of their term of office. Their term of office may be renewed.
5. In order to ensure continuity and the smooth functioning of the sub-group, DG MOVE may establish a reserve list of suitable candidates that may be used to appoint members' replacements. DG MOVE shall ask applicants for their consent before including their names on the reserve list.
6. Type D and E members shall be appointed for a duration of 4 years by the Director-General of DG MOVE by direct invitation.

Done in Brussels on 17 January 2024.

⁷ [Transparency Register - Homepage \(europa.eu\)](https://ec.europa.eu/transparency/procure-to-buy/)