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From:	General Secretariat of the Council
To:	Permanent Representatives Committee/Council
Subject:	Draft REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU **(first reading)** - Adoption of the legislative act = Statements

Statement by Latvia

Latvia fully supports the aim of the proposal for a Regulation of the European Parliament and the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU to develop an EU wide recharging and refueling network. This proposal is an important milestone towards decarbonization of the transport sector and reaching climate neutrality. However, Latvia has concerns about two important elements of the proposal – intermediate targets and required power outputs – and Latvia has serious doubts about the feasibility of achieving the targets in an economically viable manner.

Regarding the required power outputs, especially for heavy-duty vehicle charging pools, the national electricity distribution network must be strengthened for such charging pool connections. The network in Latvia currently lacks capacity across most areas at all voltage levels. Consequently, this is directly interlinked with the possibility to respect the set deadlines for intermediate targets. As the construction of the charging pools may only be ensured only if the strengthening of the grid is performed, the envisaged intermediate targets are too ambitious.

Hence, while still supporting the overall aims of the proposal and its contribution to the zero-pollution ambition of the European Green Deal, Latvia abstains in vote on the proposal.

Statement by Poland

The Republic of Poland does not support the final proposal for the AFIR Regulation, as drawn up under the trilogues.

The ambitious targets for timescales, capacity, percentage coverage of the TEN-T network and distances between recharging pools, as set out in the general approach adopted on 2 June 2022, are – in the view not only of the Republic of Poland, but also of other countries – a challenge to which we agreed in a spirit of compromise.

Meeting the requirements of the AFIR project, in particular with regard to recharging infrastructure for heavy-duty road transport, involves huge investment and financial outlay to develop the electricity network, in particular the distribution network and in some cases also the transmission network.

Even a small increase in the level of ambition for vehicle recharging infrastructure translates into disproportionately higher costs that countries such as the Republic of Poland have to bear in the short term. Increasing the percentage coverage of the TEN-T network with recharging infrastructure by 10 % by 2027 for countries with large territories translates into hundreds of kilometres of roads on which recharging infrastructure must be built.

The AFIR Regulation should provide for a basic minimum network of recharging stations for electric vehicles along the TEN-T corridors, with the further development of their capacity and number to be regulated by the market. Income stratification across EU countries still exists, and e-mobility is developing more slowly in less affluent countries than in countries with a per capita GDP above the EU average. Setting common targets for the entire EU territory above those agreed by the Council is unjustified. Flexibility is also important for Cohesion Fund beneficiary countries, where TEN-T-compliant infrastructure will still be built for many years to come, in order to avoid unnecessary sunk costs.

Poland reiterates its negative position on the 'Fit for 55' package as a whole, which sets unrealistic targets and ambitions and has a significant impact on Member States' energy mix. Poland is of the opinion that most of the package is being dealt with on an incorrect legal basis, which creates a dangerous precedent.