



Brussels, 14 December 2015
MOVE C1/DR/PR

TERMS OF REFERENCE (ToR)
FOR A SUB-GROUP ON ALTERNATIVE FUELS IN CITIES
ESTABLISHED UNDER THE SUSTAINABLE TRANSPORT FORUM (STF)

1. INTRODUCTION

These are terms of reference for a sub-group on alternative fuels in cities set up under the Sustainable Transport Forum (STF).

1.1. Context and rationale

The Commission has been promoting actions towards a market up-take of alternative fuels. This is reflected in the Commission Communication "Clean Power for Transport: A European alternative fuels strategy"¹ and in the proposal for a Directive on the deployment of alternative fuels infrastructure², which became Directive 2014/94/EU³ (the Directive).

Moreover, the Commission adopted in 2013 the Urban Mobility Package⁴, setting out proposals to catalyse better coordinated action for more efficient and sustainable urban mobility. It recognises that urban mobility is primarily a responsibility of the relevant actors at local level. They are encouraged to develop integrated strategies for sustainable urban mobility as well as transport plans that can underpin their successful implementation; in this context the Commission put forward a concept for Sustainable Urban Mobility Plans. Deployment of alternative fuels infrastructure and vehicles is an important part of these initiatives.

In addition, two of the objectives of the 2011 White Paper for Transport target urban areas:

1. to halve the use of 'conventionally-fuelled' cars in urban transport by 2030, and to phase them out in cities by 2050;
2. to achieve essentially CO₂-free city logistics in major urban centres by 2030.

¹ COM(2013) 17 final of 24.1.2013

² COM(2013) 18 final of 24.1.2013

³ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure, OJ L 307, 28.10.2014, p. 1

⁴ http://ec.europa.eu/transport/themes/urban/urban_mobility/ump_en.htm

By developing and deploying new and sustainable fuels and propulsion systems in urban areas, the above should lead to the overarching goals of reducing transport's dependence on oil and its environmental footprint, as well as improving air quality in European cities.

Given the social and economic importance of urban areas and in the light of the before-mentioned objectives, and since Directive 2014/94/EU is establishing short-term goals for settling an appropriate infrastructure so that compressed natural gas and electric vehicles can circulate in urban/suburban agglomerations and other densely populated areas by 2020, it is envisaged that a dedicated sub-group dealing with alternative fuels in cities is established under the Sustainable Transport Forum (STF).

1.2. Mandate

The sub-group on alternative fuels in cities should assist the STF to advance the implementation of the said Directive with recommendations aimed at facilitating the deployment and use of alternative fuels in urban areas.

2. OBJECTIVES, DELIVERABLES AND TIMETABLE

2.1. OBJECTIVES

Taking into consideration the measures and the timelines contained in the Directive on the deployment of alternative fuels infrastructure, as well as transport-related policy goals in relation to urban areas, the main objectives for the sub-group are as follows:

1. Helping to implement the EU and national policies and frameworks in the field, in particular taking into account the Directive and other urban mobility-related measures (Sustainable Urban Mobility Plans (SUMPs), TEN-T Guidelines, European Alternative Fuel Observatory⁵ etc.), with a view of speeding-up the shift towards carbon-free urban transport.
2. To identify the main barriers that hamper the deployment of alternative fuels in urban areas, including the issues related to cooperation between public and private actors and to financing needs and opportunities.
3. To explore synergies with Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles (Clean Vehicles Directive, CVD) and provide input to its revision.
4. To provide guidance and support to effectively plan alternative fuels infrastructures and related routes in cities, including support on successful business cases.
5. To facilitate the exchange of views, sharing of best practices and follow-up of implementation of the relevant policy goals, bringing together public authorities and stakeholders in urban areas, and liaise when appropriate, with research, development and demonstration institutions and programmes regarding alternative fuels in urban areas.
6. To enhance the public awareness with regard to alternative fuels in cities.

2.2. DELIVERABLES

The sub-group shall report on all meetings to the STF Plenary. A rapporteur/rapporteurs shall be appointed and shall participate to the STF meetings and report about progress.

⁵ <http://www.eafo.eu/>

The main deliverable of the sub-group shall be a draft and final reports on alternative fuels in cities, addressed to the STF, of maximum 50 pages plus Annexes.

The draft report shall be delivered by the end of 2016 and the final report by June 2017; a separate specific deliverable on the Clean Vehicles Directive (point 3 below) shall be provided by July 2016. The final report is to be made publicly available; it should include an analysis and a set of conclusions and recommendations.

The report shall include at least the following specific deliverables corresponding to the objectives:

1. Recommendations for effective implementation of the Directive and other relevant measures in urban areas, including on:
 - state of play of, at least, the number and accessibility of alternative fuel infrastructure and vehicles in cities, measures to promote their use, with contribution to the European Alternative Fuel Observatory, in particular on facilitating access to data on relevant level (national/regional/local).
 - specific guidance for alternative fuels deployment, including in public transport, for sustainable urban mobility planning;
 - proposals to improve financing schemes/support funds/incentives in order to make them more accessible and effective;
 - the deployment of alternative fuels in urban nodes, as defined in the TEN-T Guidelines.
2. Clean Vehicles Directive: developing and assessing, on the basis of the ex-post evaluation of and the recommendations brought forward by the Clean Fleets project, policy options regarding possible amendments of CVD and agreeing on a working definition of a clean vehicle in order to feed into the score-board for alternative fuels in cities and the impact assessment process of CVD (by mid-2016).
3. Examples of successful demonstration/pilot projects and business cases for the deployment of alternative fuels infrastructure and vehicles in cities, including users' experience, with a focus on electro-mobility.
4. Recommendations for good public-private cooperation and governance, including in the field of data collection and taking into account users' perspective.

3. OPERATION OF THE EXPERT GROUP

3.1. Identification and selection of experts

The sub-group shall include the relevant expertise along the alternative fuels value chain, representatives of the following sectors to ensure informed assessment and decisions on all of the areas covered by the current ToR: urban planners, regional and local authorities, public procurers, infrastructure managers (airport, railways stations, ports...) energy providers, vehicles and equipment manufacturers, research and innovation institutes, operators and users, service providers, civil society, consultants.

The experts will be proposed by the Commission, confirmed by the STF and appointed by the Commission on the basis of the following criteria:

- high level of expertise in at least one of the relevant fields indicated above;
- appropriate range of skills in the different fields covered by Directive 2014/94/EU, combined with the ability to examine related questions and analyse the general context (legislative, economic, etc.) of alternative fuels technology.

Provided that the above two conditions can be satisfied, other criteria are also taken into consideration:

- appropriate balance between administrative, academic and industry expertise;
- a reasonable balance of geographical origins.

3.2. Working method

The sub-group will be chaired by a representative from the Commission in cooperation with a vice-chair. The vice-chair will be a representative from the sub-group members and shall be appointed by the sub-group on simple majority.

The Chairpersons of the sub-group decide on its working methods. The sub-group assigns a rapporteur by simple majority.

The European Commission will provide administrative, secretariat activities and technical expertise.

The rapporteur will prepare and coordinate the reports of this sub-group, on the basis of all members' written contributions and of relevant material and events identified by the group members and/or the Commission. Commission staff responsible for the sub-group will support the rapporteur in these tasks.

The sub-group shall cooperate with and provide input to other relevant sub-groups established under the STF.

3.3. Meetings

The meetings of the sub-group shall be held on Commission premises. The sub-group shall meet at least three times per year. Commission officials with an interest in the proceedings may attend meetings of the sub-group.

The Chairpersons of the sub-group and the rapporteur will be in regular contact with the members of the sub-group to ensure progress and the smooth running of the sub-group. Ad-hoc external experts may attend the meetings to provide appropriate information and orientations.

3.4. Duration

The sub-group shall be disbanded as soon as its final report is approved by the Commission and the STF.