

AFIR

Promoting a flexible approach



May 2022

Introduction

FCE represents independent fuel card issuers. Our members will be agents of the transition towards zero emissions in road transport, especially for the B2B companies and small businesses with fleets. We believe that the revised proposal for the Alternative Fuels Infrastructure Regulation (AFIR) is one of the most important interventions to ensuring that the transition is successful for the road transport sector.

In view of the negotiations currently taking place in the European Parliament's Transport and Tourism Committee, FCE would like to ask that Members ensure a quick scale up of charging points is not hindered by unnecessary costs, which might cause delays to the roll out of vital charging infrastructure. We would also ask that Members consider that it should be for the end-customer to decide on their preferred payment arrangement, depending on their individual needs as a private or commercial customer.

Article 5 - Recharging Infrastructure

Access to charging infrastructure

FCE calls upon Members of the EP Transport and Tourism Committee to:

Support amendment 693 on Article 5 paragraph 4

We urge you to ensure that both ad-hoc charging and charging under a contract are accepted at publicly accessible charging stations. These charging stations will be used by a variety of users with different needs. Whilst ad-hoc payment is popular among consumers, companies have a strong preference for charging under contract, with millions of mobility transactions per month in Europe. Both models must be facilitated for a successful transition towards eMobility.

Ad-hoc charging is typically part of a business to consumer (B2C) offering, where the charge point operator (CPO) concludes a contract with the end-customer (driver) before charging their vehicle.

Most Mobility Service Providers (MSP) operate charging under contract models, which are typically applied in business to business (B2B) cases, whereby there is a chain transaction delivery from the CPO, to the MSP, to the end-customer. This approach is much preferred by those managing fleets of vehicles, allowing access to a broad network of charging points and simplifying administration. This is crucial for many businesses, particularly the many SME companies that make up the bulk of the European logistics sector. By helping fleet managers to recharge electric vehicles, this model helps advance the transition toward zero emission road transport by bringing more vehicles to charging points.



We urge you to maintain that, as per the European Commission’s proposed Art. 5, operators of publicly accessible recharging stations are to provide end-users with the possibility of recharging their vehicle using an array of payment and authentication devices widely used in the EU. Indeed, range anxiety and in-station issues (payment, breakdown, etc.) are among the top items preventing a wider EV adoption by drivers. The extension and construction of new recharging points provides an opportunity to ensure they are equipped with the latest technology, so purchases can be made seamlessly, efficiently and safely across the EU (regardless of the Member State) facilitating road transport.

For further information on our positions or the sector, please contact the FCE Secretariat at fleetcardseurope@humbrophy.com.

About FCE

Fleet Cards Europe (FCE) represents the independent fuel card sector in Europe, which facilitates the purchase and supply of fuel, electricity and other related on-the-road goods and services for millions of commercial users across Europe. FCE members represent a major share of the B2B fuel cards market in Europe. The majority of European logistics, transportation and other fleet businesses rely on the services (issuing, billing, fuel discounts, etc.) provided by FCE members, helping them to move goods and people efficiently and seamlessly across Europe on a daily basis.