



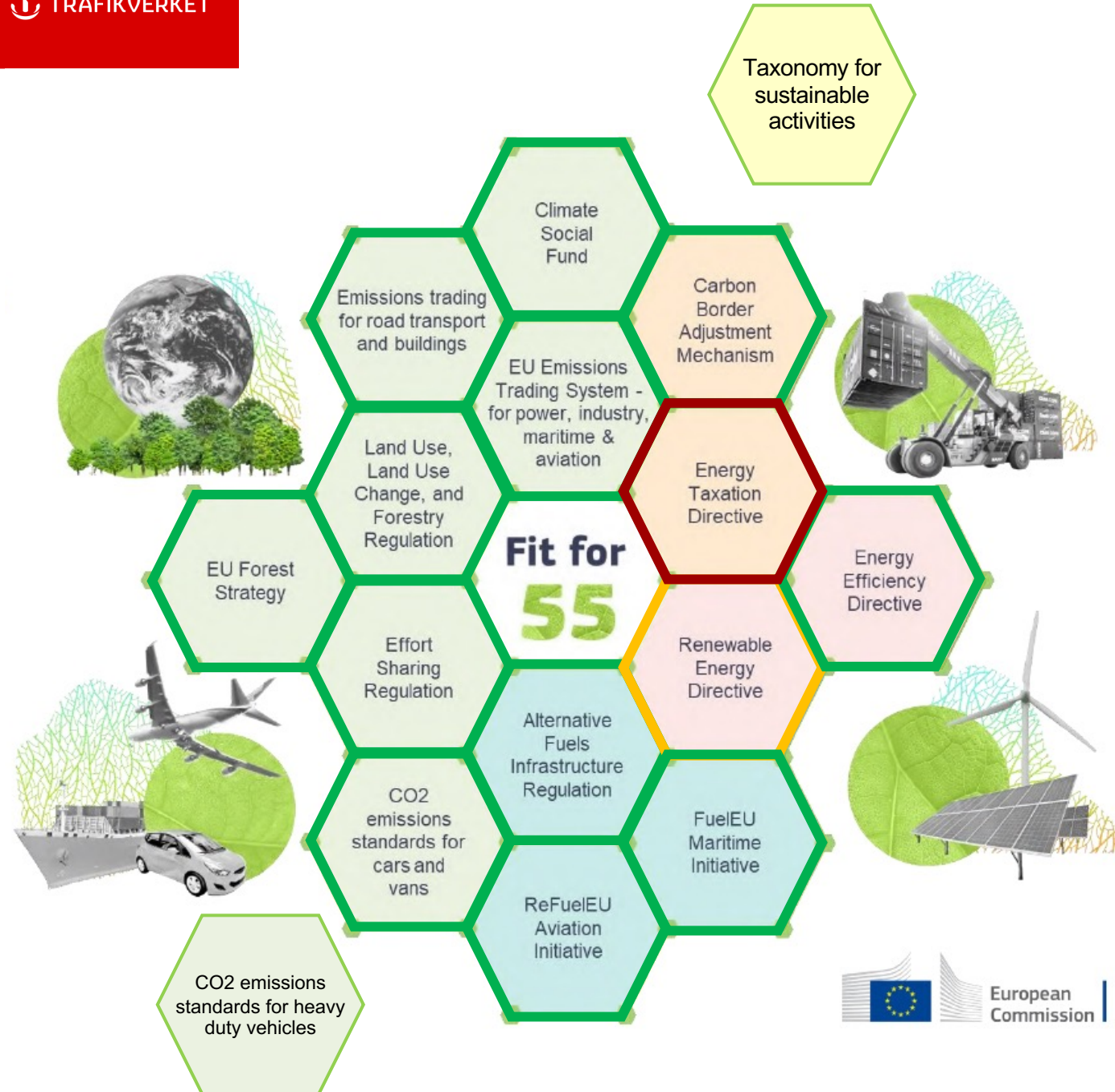
TRAFIKVERKET

Fit for 55

September 2023

Fit for 55

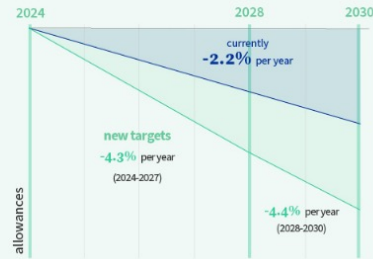
- 14 individual proposal
 - Emission trading system (ETS)
 - Maritime
 - Aviation
 - Fuels in transport and buildings
 - Effort sharing regulation (ESR)
 - Land use, land use change and forestry (LULUCF)
 - Carbon adjustment mechanism (CBAM)
 - CO₂ standard for vehicles
 - Energy taxation
 - Use of renewable fuels
 - Maritime
 - Aviation
 - Renewable fuels and energy efficiency
 - Infrastructure for alternative fuels





faster reduction of the cap,
fewer allowances on the market:

reduction of
117 million allowances
over two years



the ETS to cover new sectors:



→ extension to **maritime transport**
(introduced gradually between 2024 and 2026)



→ a separate new ETS for **buildings, road transport and fuels** for additional sectors

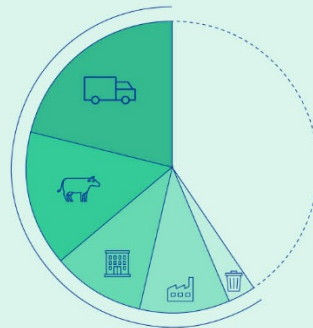
”ETS2”

ESR

What sectors are covered?

-  Road transport
-  Agriculture
-  Buildings
-  Small industries
-  Waste

= **60%**
of total EU
emissions



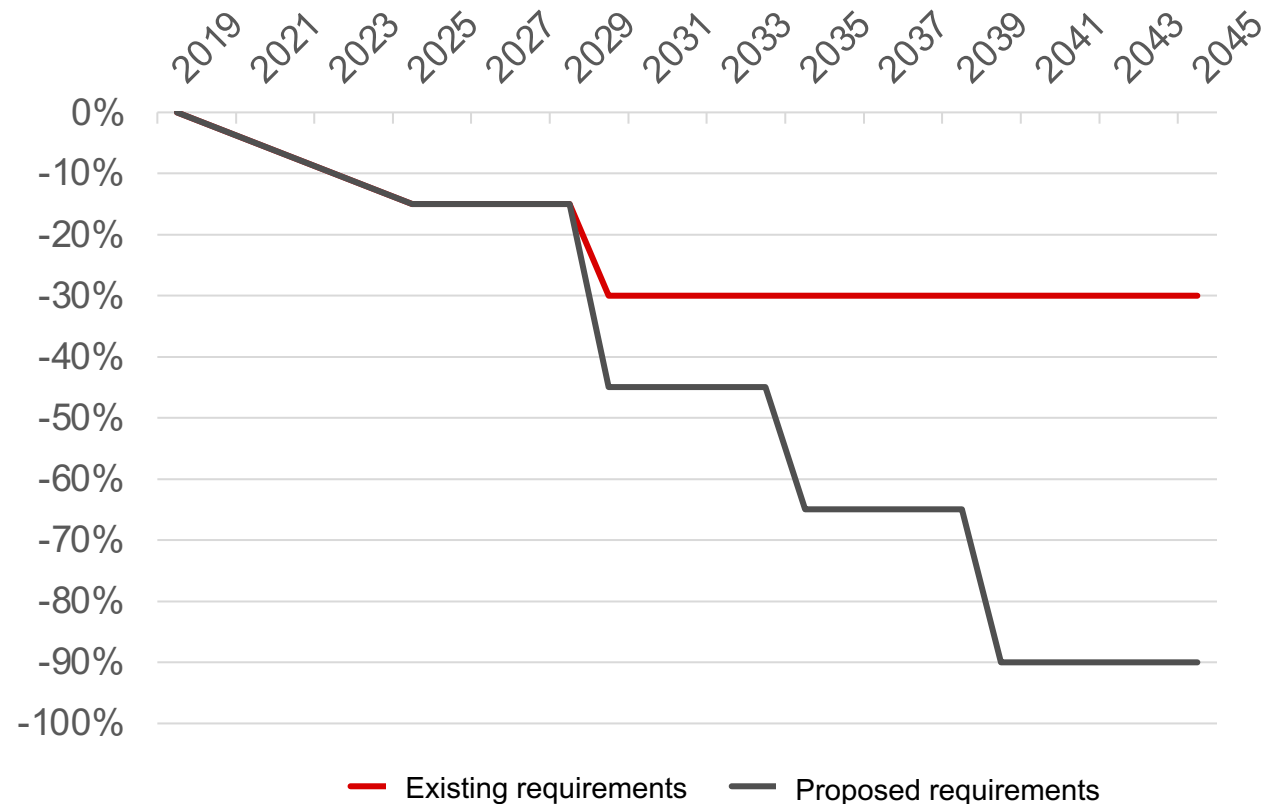
These sectors are not covered by the current EU emissions trading system (EU ETS), which covers large installations, power plants and commercial aviation (a revision of the ETS proposed as part of the Fit for 55 package extends the scope of the ETS to maritime transport).

Under Fit for 55, a new emissions trading system is proposed for the **buildings and road transport** sectors which will be covered under both the effort sharing regulation and the new ETS.

Heavy duty vehicles

- ETS
 - Cover about 40% of the total EU emissions
 - Increased target of -62% by 2030
 - Increased scope Maritime and Building/transport (ETS2)
- ESR
 - Covers about 60% of the total EU emissions
 - Transport and agriculture dominating sources

CO2 requirements HDV - proposal



- Emission reduction in new registration compared with 2019/2020
- Increased scope
 - Existing requirements: about 40% of vehicles exempted
 - New requirements: about 10-20% of vehicles exempted
- Zero-emission technologies
 - Battery electric
 - Fuel cell
 - Hydrogen in ICE
 - Question regarding electrofuels

AFIR

- Charging stations
 - Light duty vehicles
 - Heavy duty vehicles
- Hydrogen refuelling stations
 - Road vehicles
- Liquefied methane refuelling stations
 - Road transport
- Payment, data and standards

Alternative fuels infrastructure regulation explained

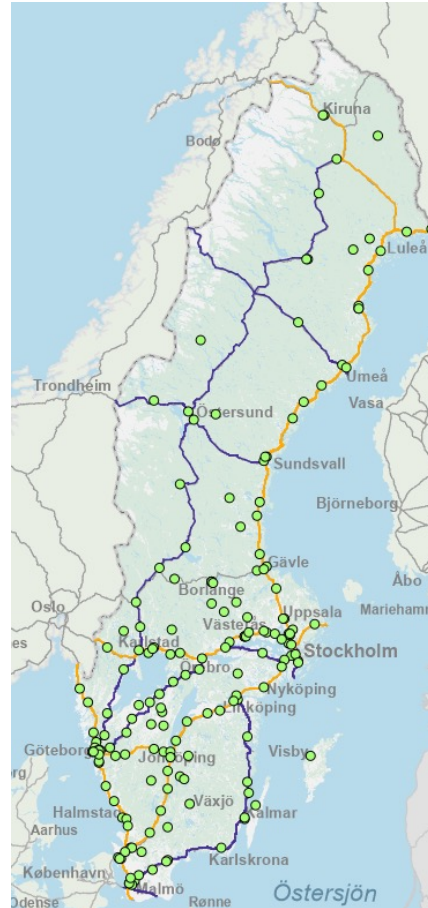


The goal of the regulation is to ensure that there is enough infrastructure for cars, trucks, ships and planes to (re)charge or (re)fuel with alternative fuels (e.g. hydrogen, liquefied methane) with good enough coverage across the Union as to avoid range anxiety.

Charging stations

- One charging station every
 - 60 km along TEN-T core
 - 7 200 kW
 - 100 km along TEN-T comprehensive
 - 3 000 kW
 - In each urban node (18)
 - At each safe and secure parking area
 - Phased in between 2025 och 2030
- Derogation when low traffic flows
 - Less than 2 000 AADT: 50% capacity
 - Less than 800 AADT: 100 km distance

Charging stations



2027: 50% cover



2030: 100% cover



Hydrogen refuelling

- One hydrogen refuelling station
 - Every 200 km along TEN-T core
 - 1 ton/day
 - In each urban node (18)
- 700 bar
- 2030
 - Clear indicative targets for 2027
- Derogation when low traffic flows
 - Less than 2 000 AADT: 50% capacity



Other

- Ad hoc payment
 - Card reader
- Static and dynamic data
- Liquefied methane
 - an appropriate number of publicly accessible refuelling points
- Market readiness report
- Standards
 - High power charging
 - Inductive charging
 - Dynamic charging
 - Battery swapping
 - Hydrogen refuelling

