



**Brussels, 28 June 2021
(OR. en)**

9940/21

**TRANS 409
ENER 289
ENV 440
IND 173
RECH 311
COMPET 495
ECO 64**

OUTCOME OF PROCEEDINGS

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	9684/21 REV1
Subject:	European Court of Auditors' Special Report 05/2021 titled "Infrastructure for charging electric vehicles: more charging stations but uneven deployment makes travel across the EU complicated" - <i>Council conclusions (28 June 2021)</i>

Delegations will find in the annex the Council Conclusions on the European Court of Auditors' Special report No 5/2021, entitled 'Infrastructure for charging electric vehicles: more charging stations but uneven deployment makes travel across the EU complicated', as approved by the Agrifish Council at its meeting held on 28 June 2021.

Council conclusions on the European Court of Auditors' Special Report 05/2021 entitled 'Infrastructure for charging electric vehicles: more charging stations but uneven deployment makes travel across the EU complicated'

THE COUNCIL OF THE EUROPEAN UNION:

1. WELCOMES the European Court of Auditors' Special Report 05/2021 entitled 'Infrastructure for charging electric vehicles: more charging stations but uneven deployment makes travel across the EU complicated', while noting that the Report does not explore the reasons explaining the uneven deployment of electric charging stations across the EU.
2. REMARKS that the Special Report states that its focus is to assess the effectiveness of the Commission's support for the deployment of an EU-wide, publicly accessible infrastructure for charging electric vehicles during the 2014-2020 period.
3. AGREES that, while progress has been made in promoting EU-wide electro-mobility, and towards a better provision of recharging infrastructure along the core network of the trans-European transport network (TEN-T), important obstacles to travelling across the EU in electric vehicles remain. UNDERSTANDS that serious challenges remain to ensuring a substantial contribution of electro-mobility to the objective of Directive 2014/94/EU¹ on the deployment of alternative fuel infrastructure, to minimise dependence on fossil fuels and to mitigate the environmental impact of transport.

¹ O.J. L 307/1, 28.10.2014

4. TAKES NOTE that the Commission acknowledges each of the Court of Auditors' recommendations and SUPPORTS the conclusions and recommendations in the Special Report.

In this context:

5. INVITES the Commission, when reviewing and revising Directive 2014/94/EU and Regulation (EU) No 1315/2013² on Union guidelines for the development of the trans-European transport network, to consider proposing clear, consistent and appropriate requirements for a minimum electrical charging infrastructure, to be applied to the TEN-T network. While ensuring basic cross-border connectivity, these should take into account Member States' different starting points and specific national circumstances.
6. AGREES that a comprehensive and integrated EU strategic roadmap for electro-mobility and charging infrastructure targets could be assessed, as well as the development of an infrastructure gap analysis to identify where charging points are most lacking on the TEN-T network; RECOMMENDS that synergies between the TEN-T and the Trans-European Network for Energy (TEN-E), as provided for in the Connecting Europe Facility (CEF) Regulation, be duly explored; AGREES also that such a gap analysis should be one of the elements to be taken into account in funding electro-mobility under the CEF.

² O.J. L 348/1, 20.12.2013.

7. With a view to securing the investments made and the part of the EU budget allocated for the deployment of charging infrastructure, CONSIDERS that the rates of use of co-funded stations should be increased, and in this regard INVITES the Commission to consider including, in the grant agreements, a sustainability clause requiring the co-funded infrastructure to remain in operation and available to users for a minimum period after deployment, as well as to provide effective non-discriminatory access to all users of those stations. Also OBSERVES that dynamic data for ad-hoc prices and availability, as well as interoperability of payment systems serving the charging infrastructure across the EU, are important elements to ensure a seamless cross-border travelling experience, and that efforts in this direction should also be accompanied by the appropriate resources.

 8. WELCOMES the fact that the Commission continues to identify and address, where appropriate, the bottlenecks to the utilisation of CEF financing for the roll-out of electric charging infrastructure across the EU as a whole. RECALLS that other financing instruments in addition to the CEF are also available at EU level for supporting the deployment of a network of charging infrastructure, and that articulation among such instruments is necessary to ensure an efficient use of such resources.
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