

(English version)

Question for written answer E-000007/25
to the Commission
Elena Kountoura (The Left)
(3 January 2025)

Subject: Need to strengthen the resilience of electric vehicle batteries and charging infrastructure in EU tourist destinations

Recent incidents reported in European winter destinations with increased tourist traffic, where electric vehicles have been immobilised due to low temperatures and lack of sufficient (fast) charge points, highlight major challenges relating to the infrastructure for and resilience of electric vehicles in extreme weather conditions.

The Batteries Regulation ⁽¹⁾ introduces measures that promote the sustainability, durability and efficiency of batteries through strict performance and environmental durability standards. However, performance issues at low temperatures remain a major challenge which requires additional action by the EU ⁽²⁾. The AFIR ⁽³⁾ Regulation sets mandatory national targets for Member States to develop electric vehicle charging infrastructure to support the transition to zero-emission mobility. However, the AFIR Regulation does not contain any specific provisions directly concerning tourist destinations ⁽⁴⁾.

Addressing these issues is crucial for promoting e-mobility and achieving the EU's environmental targets, while ensuring smooth and safe mobility for citizens.

In view of this:

1. Are there any plans to promote further research and development to improve the durability of electric vehicle batteries in extreme weather conditions, making full use of the Batteries Regulation and strengthening its implementation?
2. What specific actions does the Commission intend to take within its powers to accelerate the development of charging infrastructure at tourist destinations, where increased traffic makes the availability of charging stations crucial to the success of the green transition?

Submitted: 3.1.2025

Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(24 April 2025)

Low temperatures affect the range of electrified vehicles, as a consequence of a reduced efficiency of the battery and also due to the additional energy consumption from auxiliaries (e.g. thermal comfort systems).

To be able to quantify and assess the corresponding impact, the Commission has chaired a United Nations (UN) task force developing a harmonised test procedure for the accurate determination of the electric range in low temperature conditions.

This procedure has been introduced as a new annex to UN Global Technical Regulation (GTR) No 15 ⁽¹⁾ and will be transposed into the Euro 7 ⁽²⁾ implementing legislation.

It is expected that improved consumer information will support the adoption of enhanced battery technology. In parallel, battery research and innovation on new, more robust battery generations is being undertaken in the co-programmed partnership BATT4EU under Horizon Europe ⁽³⁾.

Regarding the deployment of alternative fuels infrastructure, Regulation (EU) 2023/1804 ⁽⁴⁾ sets mandatory targets for recharging infrastructure for Member States in relation to the electric fleet size and along the trans-European transport (TEN-T) road network.

The regulation does not define specific rules or targets on a regional or local level where Member States or regional authorities are better placed to determine expected demand and the need for recharging points at specific locations.

¹ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32023R1542>.

² The autonomy of an electric vehicle can be reduced by 10% at temperatures just below 0° C, and by up to 40% at very low temperatures, below -10° C.

³ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32023R1804>

⁴ The EU has set targets for the development of alternative fuels infrastructure. However, although the European Union's regulation on the deployment of alternative fuels infrastructure (AFIR) does not contain any specific provisions directly concerning tourist destinations, the general obligations imposed on Member States to develop alternative fuel recharging and refuelling infrastructure may also benefit tourist areas.

⁽¹⁾ The Worldwide harmonised Light vehicles Test Procedures (WLTP) <https://unece.org/transport/documents/2021/01/standards/addendum-15-united-nations-global-technical-regulation-no-15>

⁽²⁾ Regulation (EU) 2024/1257 of the European Parliament and of the Council of 24 April 2024 on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7) (OJ L, 2024/1257, 8.5.2024), ELI: <http://data.europa.eu/eli/reg/2024/1257/oj>

⁽³⁾ <https://bepassociation.eu/>

⁽⁴⁾ Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU, OJ L 234, 22.9.2023, p. 1-47.

The Commission supports the deployment of recharging infrastructure through various programmes, such as the Alternative Fuel Infrastructure Facility (AFIF) ⁽⁵⁾ and the Recovery and Resilience Facility ⁽⁶⁾ and is preparing for the Social Climate Fund ⁽⁷⁾ and the Sustainable Transport Investment Plan ⁽⁸⁾ with additional funds.

⁽⁵⁾ https://cinea.ec.europa.eu/funding-opportunities/calls-proposals/cef-transport-alternative-fuels-infrastructure-facility-afif-call-proposal_en
⁽⁶⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:02021R0241-20240301>
⁽⁷⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:02023R0955-20240630>
⁽⁸⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:52025DC0045>