

(English version)

**Question for written answer E-001632/26
to the Commission
Asger Christensen (Renew)
(21 April 2026)**

Subject: Green transition of heavy-duty road transport, with a focus on hydrogen infrastructure and electricity grid capacity

In Denmark, the increasing electrification of the heavy-duty transport sector has led to such high demand for electricity connections that there is currently no capacity in the Danish power grid. Despite this, however, in Denmark electric HGVs are regarded as the only green alternative to HGVs that run on fossil fuels. The Alternative Fuels Infrastructure Regulation (AFIR) also establishes requirements for the rollout of hydrogen infrastructure, giving lorries a green alternative to diesel that does not depend on being able to connect to the electricity grid. Unfortunately, hydrogen is not a priority solution in Denmark, despite this being a requirement in the AFIR. I fear that this might also be the case in other Member States, which is why I would like to hear what the Commission thinks.

1. Could the Commission therefore please provide an update on the rollout of hydrogen filling stations — one of the requirements Member States must meet under the AFIR. Please outline the Member States' national policy frameworks for the rollout of the regulation's framework for hydrogen, with a view to shedding light on Member States' compliance with the AFIR's requirements for the construction of hydrogen infrastructure.
2. Could the Commission also state how the Commission will ensure that the Member States see to it that the requirements on hydrogen refuelling for vehicles are met?
3. Could the Commission state whether Europe's electricity grid has the capacity for the continent's heavy-duty road transport sector to switch to electric lorries?

Submitted: 21.4.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(2 September 2026)**

Regulation (EU) 2023/1804 on the deployment of alternative fuels infrastructure ⁽¹⁾, mandates the deployment of hydrogen stations every 200 km along the Trans-European Transport Network (TEN-T) core network and in urban nodes by the end of 2030.

The Commission monitors its deployment through the European Alternative Fuel Observatory ⁽²⁾. By the end of 2025, 318 hydrogen refuelling stations were deployed and approx. 400 hydrogen trucks registered in the EU.

As per Article 6 of Regulation (EU) 2023/1804, Member States submitted National Policy Frameworks by the end of 2025 towards meeting the 2030 targets.

According to these frameworks most Member States have plans to meet the obligations from the regulation. The Commission will by the end of 2026 adopt a report on the assessment of the National Policy Frameworks.

The capacity of Europe's electricity networks differs between Member States with some being ready to integrate growing demand, including from heavy-duty road transport, and others experiencing issues with grid connection queues ⁽³⁾.

To overcome these challenges, the Commission has adopted the Grids Action Plan ⁽⁴⁾ and the European Grids package ⁽⁵⁾ with measures aimed at the better use of existing infrastructure, smartening grids, efficient cross-sectorial planning, accelerating permit-granting procedures, improved cost-sharing as well as better grid connection procedures.

⁽¹⁾ 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, pp. 1-47.

⁽²⁾ <https://alternative-fuels-observatory.ec.europa.eu/>.

⁽³⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52025XC06703>.

⁽⁴⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52023DC0757>.

⁽⁵⁾ https://ec.europa.eu/commission/presscorner/detail/en/ip_25_2945.