

# French National Policy Framework Directive 2014/94

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Photo : A. Bouissou/Ferret



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DE LA TRANSITION  
ÉCOLOGIQUE  
ET SOLIDAIRE

# Introduction

- Ministry for an ecological and solidary transition – Brief introduction
- Directive 2014/94 objectives and goals
- Alternative Fuels Stocktaking
- National Policy Framework
  - What is required
  - Creation process
  - French NPF
- FAQ



# Ministry for an ecological and solidary transition

- Brief overview of its missions
  - prepare and implement government policies in sustainable development, environment, energy transition and energy matters
  - includes topics such as natural and technological risks prevention, climate, industrial safety, transports and related infrastructures, amenities and the sea
  - develop and implement the policy combatting global warming and air pollution
  - in charge of developing and promoting social and solidary economy
  - take an active part in research, education and innovation programs development that are focused on topics related to its remit
- Brief overview of its organisation
  - 5 General Directorates gathering various skills and competencies
  - may carry out their duties at various levels : national, regional or department



# Directive 2014/94 objectives and goals

- Goal : to minimise dependence on oil and to mitigate the environmental impact of transport in the Union
- Means : a common framework of measures for the deployment of alternative fuels infrastructure
- Sets out :
  - minimum requirements for building-up alternative fuels infrastructure, with a focus on recharging points for electric vehicles and refuelling points for natural gas and hydrogen
  - common technical specifications and user information requirements
  - need for Member States coordination to ensure coherent and coordinated measures where necessary



# Directive 2014/94 objectives and goals

- Development of alternative fuels : several challenges
- Environmental and energy :
  - reduce the transport sector dependency on oil & develop renewable energy
  - contribute to the transport sector decarbonisation and its environmental performance increase (decrease of air pollutants & GHG emissions)
  - achieve national environmental objectives
- Economic :
  - develop alternative fuel vehicles market
  - contribute to our industry competitiveness
- Social :
  - ensure the free circulation across the Union network
  - supply accessibility



# Directive 2014/94 objectives and goals

- Development of alternative fuels infrastructure : 2 main challenges
- Overcome the investment obstacle :
  - investors not willing to invest in infrastructures only supporting a small vehicle fleet
  - car manufacturers not interested in developing alternative fuels compatible vehicles due to the lack of adequate refuelling infrastructures on the territory
- Learn lessons from previous and current experiences

# Alternative Fuels Stocktaking

- Several topics already on-going at the time the work on the National Policy Framework started
- Consumer information (article 7 of the Directive) :
  - standardised information to be displayed, in particular on pumps and their nozzles at all refuelling points and on fuel tanks' filling caps of motor vehicles
  - European Committee for Standardisation appointed to develop the norm
  - France experts took an active part in dedicated committees
- “Groupe électromobilité” : dedicate group focused on electricity for transport matters and gathering expert of various origins
  - has been active for a year ago
  - worked &/or support several projects : the implementing recharging points regulation writing; recharging points national network development as well as supporting infrastructures enhancement at regional level

# Alternative Fuels Stocktaking

- Natural gas topic :
  - several guides from the government produced on LNG
  - tanker refuelling stations built-up at some gas terminal
  - trials mainly focused on natural gas for HGVs completed, with strong support from regional authorities
  - France experts took an active part in adequate committees
- Hydrogen :
  - government report and ADEME's guide available on hydrogen vehicles and refuelling points
  - several trials on-going
  - call for proposals





# National Policy Framework

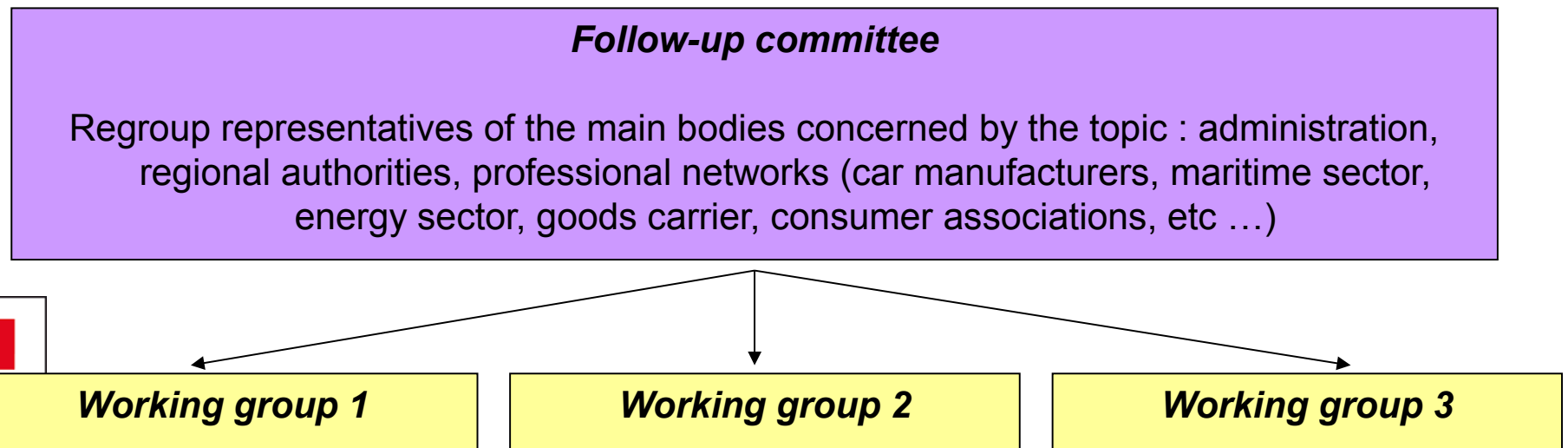
- What is required : highlight of some of the subjects to be addressed
  - assessment of the current state and future development of the market in regard of alternative fuels in the transport sector
  - National objectives at set deadlines

Type of recharging or refuelling point	Deadline		
	2020	2025	2030
Electricity – Recharging points accessible to the public	✓		
LNG - Refueling points accessible to the public for heavy-duty motor vehicles		✓	
LNG - Refuelling points at maritime ports		✓	
LNG - Refuelling points at inland ports			✓
GNC - Refuelling points for vehicle accessible to the public (densely populated areas)	✓		
CNG - Refuelling points for vehicle accessible to the public (TEN-T)		✓	
Hydrogen (if applicable) - Refuelling point accessible the public		✓	

- necessary measures to ensure the above objectives are reached
- designation of urban/suburban agglomerations, of other densely populated areas and of networks which are to be equipped with recharging points and CNG refuelling points accessible to the public

# National Policy Framework

- Creation process
  - project lead by 2 General Directorates of the Ministry : DGEC & DGITM
  - transversal topics requiring the participation of several ministries
  - the input of various professional networks identified as critical
  - important to receive the public feedback before finalising the NPF
  - 2 levels meeting organisation : global & technical



# National Policy Framework

- French NPF :
  - has been established in line with the objectives of French regulation (such as the Energy Transition for Green Growth Act) and commitments at European and international levels
  - has been built on measures (already in force / future) supporting directly or indirectly the development of alternative fuels infrastructures
  - took into account various types of uncertainties : fuel price evolution, vehicles fleet development and competition among the alternative fuels for particular vehicle category, user behaviour and transport usage
  - integrated lessons learned and on-going projects
  - created to meet the Directive obligations

Important to remember : the selection of objectives has been based on actual context, while giving various sectors the signal for alternative fuel infrastructure development



# National Policy Framework

- French NPF :
  - document which could be update to match new/future context
  - made of 6 chapters and 1 annex
- Its summary
  - CH I – Introduction
  - CH II – Current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure
  - CH III – Existing measures
  - CH IV – Objectives
  - CH V – NPF implementation follow-up
  - CH VI – Annexes



# National Policy Framework

- CH IV – Objectives:
  - introduce the methodology followed to determine each objective while taking into account the directive requirements
  - for each alternative fuel objective identified by the Directive, present the national objective as well as possible outlooks
  - take into account alternative fuel infrastructure development scenarios built by economic players, as well as electricity and natural gas recharging/refuelling points access criteria set-up by the Directive



# National Policy Framework

- Recharging points for electrical vehicles accessible to the public :

	<b>2020 objective</b>	<b>Potential future prospects (no deadline set-up)</b>
<b>Recharging points number</b>	21 000	35 000

- Objective based on a homogenous coverage of the national territory
- One of the NPF follow-up stake for recharging points would be to assess their number and actual distribution across the territory, as well as their real use, in order to ensure the development of a balanced network

- Refuelling points for hydrogen vehicle accessible to the public :

**2025 objective : 30 refuelling points**



# National Policy Framework

- Refuelling points for natural gas vehicles accessible to the public :

	Objectives
<b>GNC - Refuelling points for vehicle</b>	2020 : 80
<b>GNC - Refuelling points for vehicle</b>	2025 : 115
<b>CNG - Refuelling points for vehicle (TEN-T)</b>	2025 : 70 (among the above 15)
<b>LNG - Refuelling points</b>	2025 : 25

- Refuelling points

	Objectives	Potential future prospects (no deadline set-up)
<b>Maritime ports</b>  <b>2025</b>	Le Havre, Rouen, Marseille-Fos, Nantes St-Nazaire, Dunkerque, La Rochelle, Bordeaux	Calais, Dieppe, Nice, Brest, Roscoff, Toulon, Caen Ouistreham, Cherbourg
<b>Inland ports</b>  <b>2030</b>	Rouen, Le Havre, Strasbourg	Paris, et sur chaque axe fluvial (Seine, Nord-Est, Nord-Pas-de- Calais, Rhône-Saône, Rhin)



# National Policy Framework

- Implementation follow-up started in order to :
  - follow objective achievement
  - assess alternative fuels infrastructures development path and use
  - take an active part in related EU expert groups
  - Ensure that each potential future implementing acts are addressed
  - gather information required by the directive for the NPF implementation report each Member States have to produce every three year.  
Fist report to be submitted by Novembre18th, 2019
  - ensure our NPF remains in line with our national sustainable development policies





# FAQ



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# Thank you



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