



Infrastruktur til fremtidens køretøjer

Fit For 55



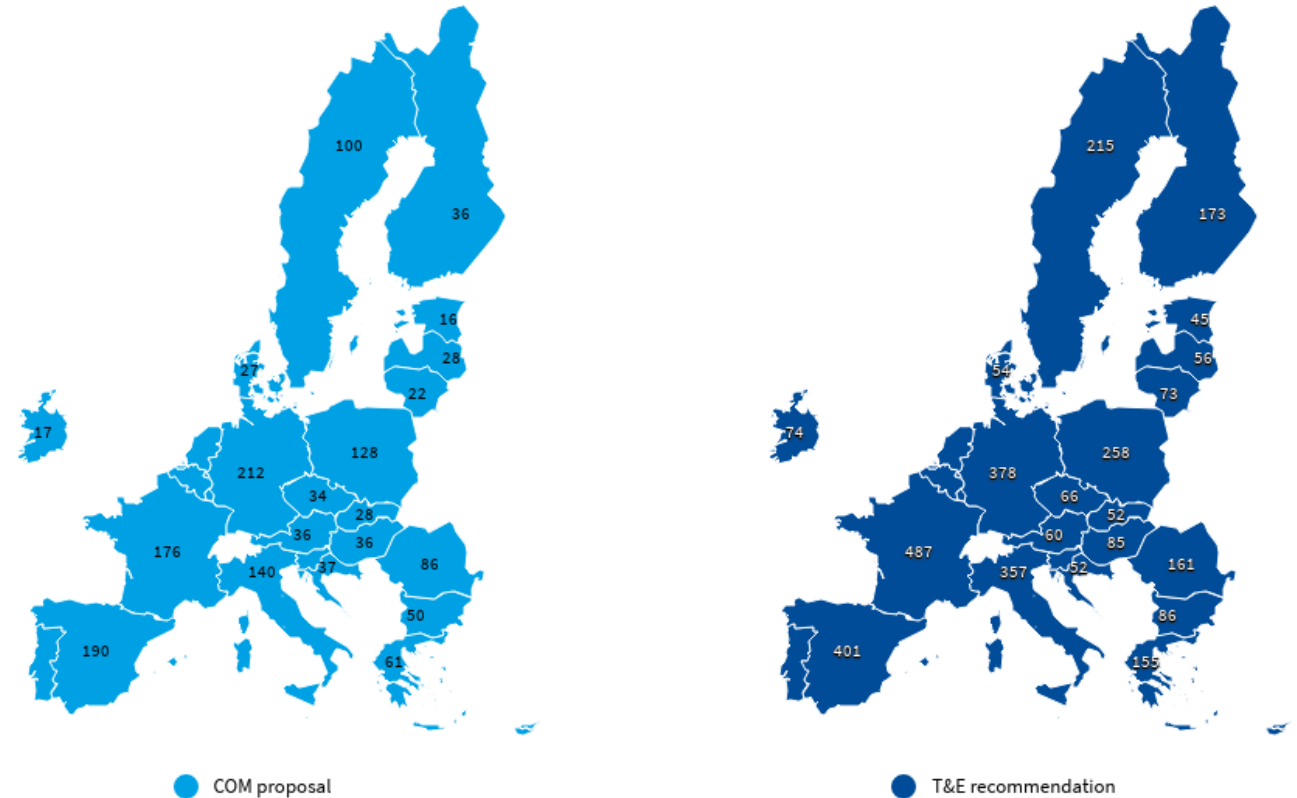
Jeppé Juul, RGO



TEN-T mål

- **Kommissionens forslag** (venstre): Krav I 2025 for **TEN-T core** network
- **T&E recommendation** (højre): same krav til **TEN-T core & comprehensive** network fra 2025

Minimum number of LDV charging stations along the TEN-T network in 2025

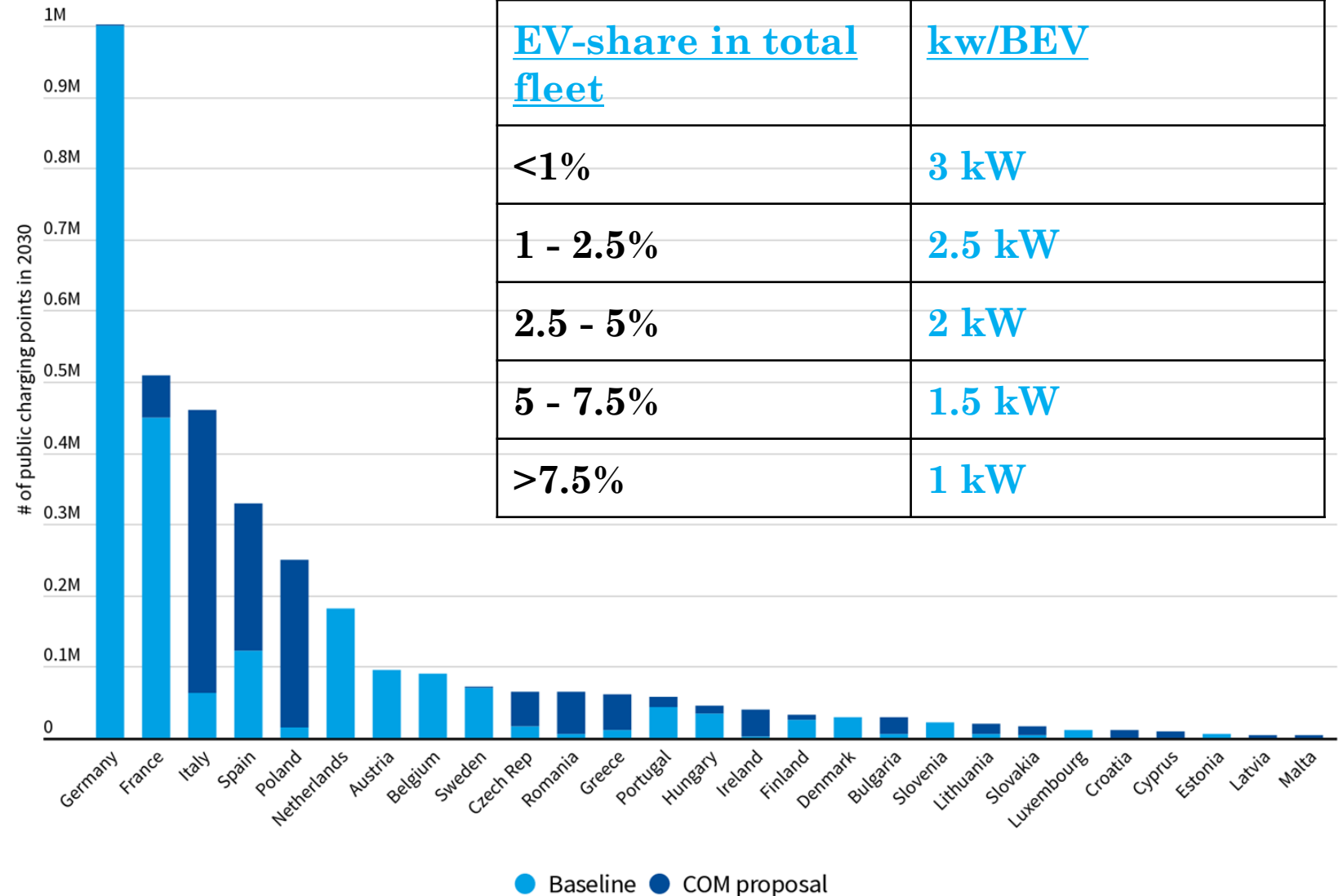


Sources: T&E analysis of the European Commission's AFIR proposal.



Flådebaserede mål

- 1 kW of per Elbil
- 0.66 kW/Plugin



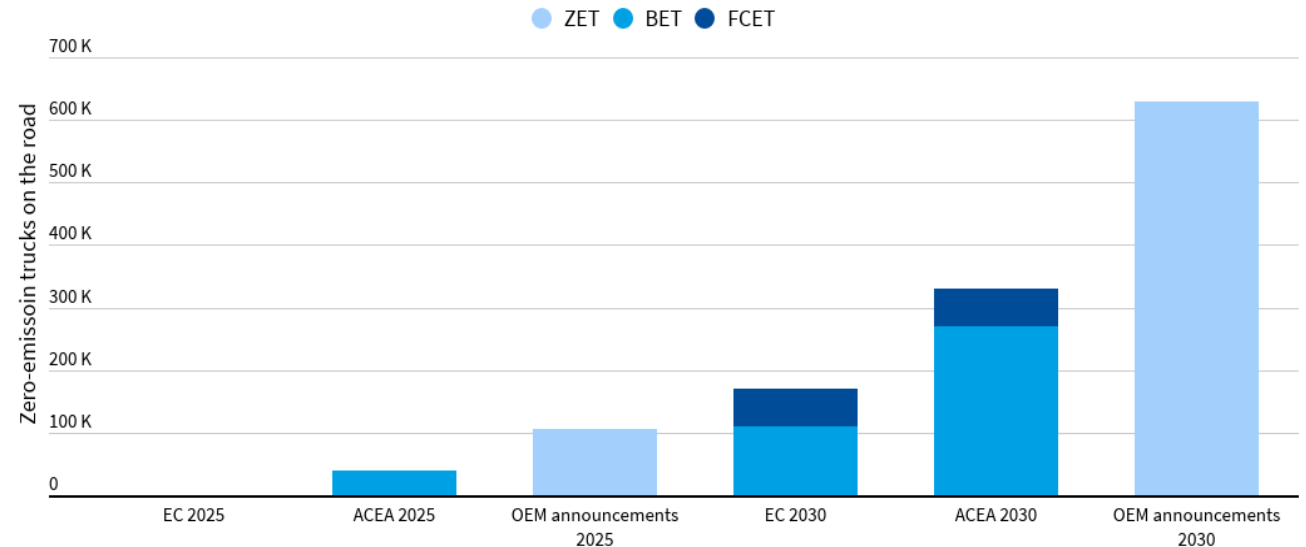


Lastbiler



Figure ES 1. Year when TCO parity between battery-electric and diesel tractor-trailers is achieved, during the first 5-year ownership period, under currently adopted policies in the countries considered.

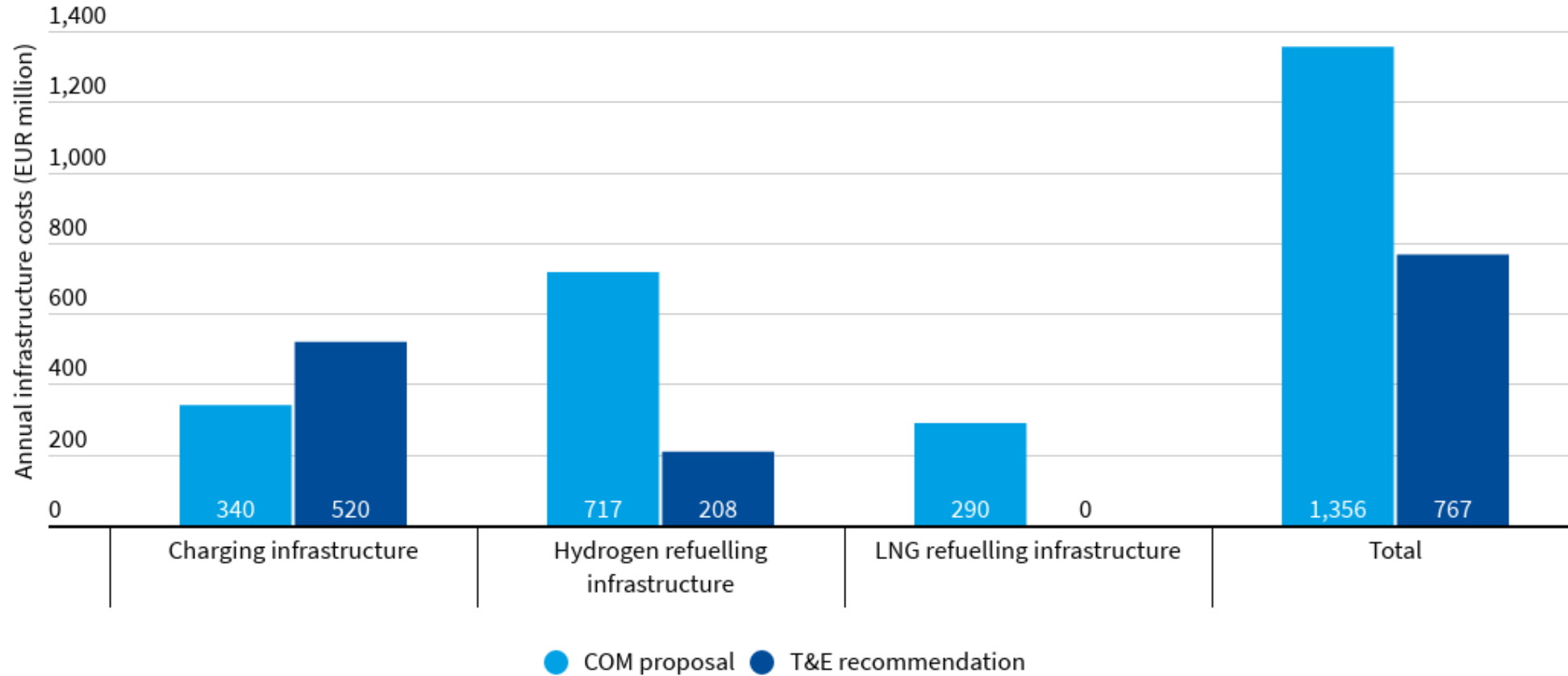
The European Commission greatly underestimates the potential for electric trucks



Source:
T&E (2021), Unlocking Electric Trucking in the EU: long-haul trucks. Numbers are based on truck-makers announcements.
ACEA(2021), Heavy-duty vehicles: Charging and refuelling infrastructure requirements
European Commission (2021), Impact assesment of the AFIR proposal.



Annual infrastructure costs for HDVs (2021 - 2030)



Notes: Annualised public infrastructure costs including CAPEX and OPEX for the years 2021 - 2030.

Sources: T&E calculations based on European Commission (2021).



Lastbiler - lynladning

- TEN-T core: **2 MW** / hver 60 km I stedet for **1,400 kW** (in 2025) og **5 MW** I stedet for **3,500 kW** (in 2030);
- TEN-T-comprehensive: **Samme ambition som for TEN-T-core** men 5 år tidligere (2030/2035) og for hver 100 km

Få mere viden på www.rgo.dk og støt vores arbejde for den grønne omstilling.

Følg os på Facebook og Twitter, og abonner på vores nyhedsbrev