

Terms of Reference (ToR) of the Government Support Group (GSG) on the cooperation to support Clean Power for Transport in Europe

I. Background

Energy security and the need of reducing the oil dependency of the transport sector in Europe are major targets of the European Union (EU). In interrelation with the overall climate and energy objectives of the EU until 2020¹, the transport sector is called upon to make a significant contribution to achieving the overall midterm objectives.

In October 2014, the EU decided on an integrated climate and energy policy framework for the period up to 2030 to ensure regulatory certainty for investors and a coordinated approach among Member States².

In this context, it is obvious, that the transport sector is facing a period of transition. The diversification of energy sources and the decarbonization of transport fuels, the introduction of innovative drive technologies and the introduction of new fuel infrastructures will involve a period with chances and challenges. To make the “energy world” of transport future-proof, as well as economically, ecologically and socially compatible, coherent policies need to be put in place at the right time with appropriate transition periods, so that automotive and energy industry, transport companies and citizens can adapt, and investments can be made with a long-term perspective.

Alternative fuels for transport and innovative propulsion technologies, as defined in the Directive of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure³, also known as the Clean Power for Transport Directive (CPT), are critical to achieve the above mentioned climate and energy targets of the EU. In this context, the deployment of alternative fuels infrastructure, as postulated in the CPT, is a prerequisite for the success and acceptance of alternative fuels. Already today, a growing number of national activities and initiatives aiming for the implementation of alternative fuels and the corresponding infrastructure can be observed throughout Europe.

¹ For 2020, the EU has made a unilateral commitment to reduce overall greenhouse gas emissions from its 28 Member States by 20% compared to 1990 levels.

² EUCO 169/14

³ 2014/94/EU

The market introduction and development requires a coordinated and harmonized approach across European borders and specifically along the TEN-T corridors. In order to ensure transnational cooperation on the topic of alternative fuels, as it is requested in the CPT, the Government Support Group (GSG) will establish a forum open for all European Member States to discuss and promote the roll-out of alternative fuels infrastructure and the decarbonisation of the transport sector, and share information about their national public policies.

II. Overall goal and objectives

The overall goal of the GSG is to encourage and support the establishment of alternative fuels infrastructure and decarbonisation of the transport sector in Europe. The main task of the GSG in this context is the support of the initial implementation as well as the continuous process of review and improvement as set out in the CPT Directive: Specifically Member States will cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Directive are coherent and coordinated (CPT: §3 Para. 4).

III. Scope of Cooperation

Alternative fuels for transport and in particular where it concerns infrastructure as set out in the CPT directive, by the meaning of this ToR and the CPT Directive are technologies for the distribution of the following fuels: electricity,

hydrogen,

natural gas, including bio-methane, in gaseous form (Compressed Natural Gas – CNG) and liquefied form (Liquefied Natural Gas - LNG).

The members of the GSG agree to exchange information and best practice experiences concerning alternative fuels policy(s). This can include information on national visions, action plans and strategies as well as national regulations affecting alternative fuels, incentive systems (fiscal and non-fiscal), the implementation of the national policy frameworks (NPF) and national stakeholder platforms (e.g. H2 Mobility).

Furthermore, GSG members welcome a continuous dialogue with involved industries and relevant European financing institutions (e.g. TEN-T, EIB), in order to establish a harmonized approach for alternative fuels infrastructure not only on an intergovernmental level but with all involved parties.

The GSG will assure a solid expertise of available (EC) financing instruments for the deployment of infrastructure for alternative fuels and will share this with relevant stakeholders.

The GSG will communicate proceedings, needs and results of this multi-national cooperation with relevant European institutions on a political level.

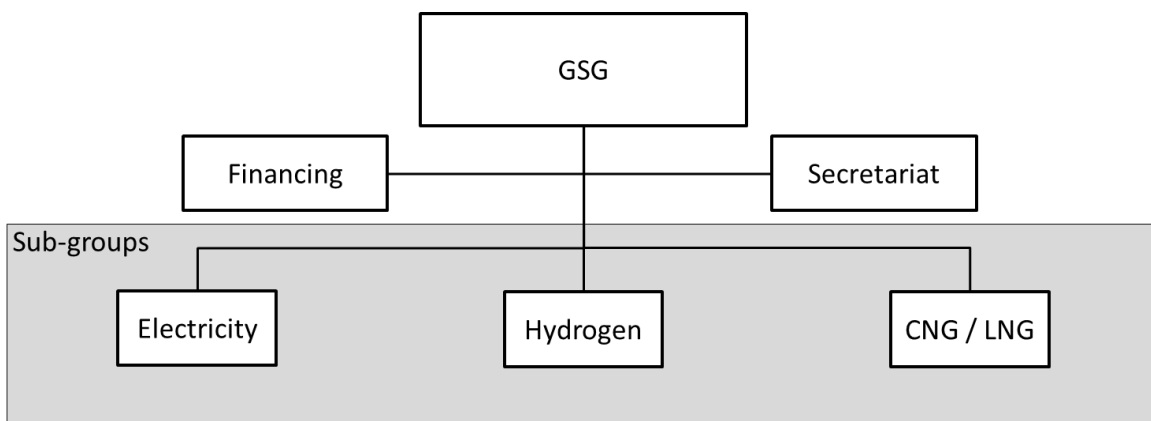
IV. Membership

The GSG is open for all European member states or associated countries. New members can either apply for partnership or can be invited by the GSG chair.

The membership will take effect by signing the ToR.

V. Organizational structure

In order to conduct the described tasks of the GSG, all members agree to set up an organizational structure as presented below.



GSG:

The GSG will exist of governmental representatives of each of the GSG member states or associated countries, which are in charge of the implementation of the CPT Directive. Other experts, e.g. from the EC, may attend the GSG meetings as deemed necessary by the appointed representatives.

The task of the GSG is:

- to cooperate and exchange on the basis of equality and mutual benefit deployment experiences amongst members on target setting, action plans and promoting momentum in the field of alternative fuels for transport in particular in relation to the CPT directive.,
- to initiate the communication with industries and relevant European institutions where deemed appropriate ,
- to define the working content of the sub-groups and to summarize the results of the sub-groups into one overarching concept. The number of sub-groups and their focus is subject to modifications.

Each GSG member state can participate in all (sub)groups

The GSG will elect a chair by consensus of all GSG members (for a minimum of one year and the maximum of two years).

The GSG chairmanship will be an alternating chairmanship as to ensure that all participating members will be able to serve as chairman. The Netherlands Ministry of infrastructure and environment will hold the chairmanship for the first coming 2 years.

The GSG should meet at least twice a year, at times and places to be determined by its appointed representatives. Decisions of the Committee will be made by consensus of its appointed representatives.

Secretariat:

The principal coordinator of the GSG's communications and activities will be the GSG Secretariat. The Secretariat will: (1) organize the meetings of the GSG and its committees, (2) arrange special activities such as teleconferences and workshops, (3) receive and forward new membership requests to the GSG, (4) coordinate communications with regard to GSG activities and their status, (5) act as a clearinghouse of information for the GSG, (6) maintain procedures and responsibilities for key functions that are approved by the GSG, and (7) perform such other tasks as the GSG directs. The focus of the Secretariat will be administrative. The Secretariat will not act on matters of substance except as specifically instructed by the GSG.

The Secretariat may, as required, use the services of personnel employed by the Partners and made available to the Secretariat. Unless otherwise determined by the Partners, such personnel will be remunerated by their respective employers and will remain subject to their employers' conditions of employment.

The National Organization for Hydrogen and Fuel Cell Technology (NOW) will serve initially as the GSG Secretariat unless otherwise decided by consensus of the partners. This arrangement will be reviewed at two year intervals.

Financing:

The financing group will establish a solid database and expertise on innovative financing mechanisms and EC financing instruments. The financing group will provide dedicated input to the several sub-groups according to the specific needs.

Sub-Groups:

Sub-Groups for each of the three alternative fuels will be established. The task of Sub-Groups is to exchange relevant information on the specific NPF's in order to assure a harmonized European approach for the according

infrastructure. The Sub-Groups shall identify all relevant actors from industry and the EC with the aim to establish an open dialogue between all actors in order to coordinate all activities.

Each Sub-Group will elect a chair for a one year period by consensus of the Sub-Group members. The task of the Sub-Groups chair is to lead the Sub-Group meetings and to report to the GSG on the current developments.

The Sub-Groups should meet at least twice a year back to back with the GSG meetings without overlap. Times and places will be determined by its appointed representatives.

VI. Miscellaneous Matters

All partners agree that

- This ToR shall enter into force on the date of its signature and shall be valid for 5 years.
- In case a party wants to terminate cooperation under this ToR, the terminating party shall inform the GSG in writing three months prior to the expiration of this ToR.
- This ToR may be modified or terminated in writing at any time by consensus of the GSG.
- This ToR shall have no legal effect impose no legally binding obligation enforceable in any court of law of tribunal, nor create any binding obligation, nor shall any of the Members be responsible for the actions of third parties or associates.