

Brussels, 20/01/2026

To:

Ms. Ursula von der Leyen, President of the European Commission  
Mr. Wopke Hoekstra, Commissioner for Climate, Net Zero and Clean Growth  
Mr. Piotr Serafin, Commissioner for Budget, Anti-Fraud and Public Administration  
Mr. Apostolos Tzitzikostas, Commissioner for Sustainable Transport and Tourism

**Appeal to the European Commission to prolong AFIF for 2026-2027 to sustain investments in zero-emission heavy duty vehicles**

Dear President von der Leyen,

Dear Commissionerers,

The EU Alternative Fuels Infrastructure Facility (AFIF) is a European success story. AFIF is proving to be an effective tool in meeting critical infrastructure needs along the TEN-T network, accelerating compliance with the Alternative Fuels Infrastructure Regulation (AFIR) and de-risking much needed investments. The latest call alone allocated funding for more than 2,500 new recharging points for heavy-duty vehicles (HDVs) and 35 Hydrogen Refueling Stations (HRS). Moreover, it supports EU cohesion objectives by enabling the deployment of HDV infrastructure across Member States.

We, the undersigned organisations, are strongly concerned by the cancellation of the third cut-off due to exhausted funds. This creates a looming funding gap for 2026–2027 which risks slowing infrastructure deployment during a critical phase of uptake of zero-emission vehicles. While we welcome your intention to assess potential reflows and prepare new calls for proposals, continued support for clean investments is urgently needed.

**We call on you to:**

- **Swiftly prolong the AFIF for 2026 and 2027** to ensure strategic funding for ongoing infrastructure rollout across the EU, including associated grid connections and renewable energy storage systems (e.g. BESS, H2). We cannot simply wait for the future EU multi-annual budget which starts in 2028. An alternative funding source is critical to speed up infrastructure deployment and support Member States' capability to meet the AFIR targets.
- **Assess the potential for the AFIF funding to structurally support depot charging** which is essential for the transition to zero-emission road transport. Depot charging should therefore be eligible for AFIF support, alongside grid connections, battery energy storage systems and other critical elements directly linked to depot charging.

To bridge the impending funding shortfall and continue progress towards zero-emission HDVs, all suitable funding instruments should be explored including the remaining Connecting Europe

Facility, remaining Recovery and Resilience Facility - in close cooperation with EU Member States - and underspent from the European Regional Development Fund and the Cohesion Fund.

We thank you for your consideration and we look forward to your continued support.

Your sincerely,

