

H2Accelerate

AFIR position statement – July 2026

Members of the H2Accelerate collaboration call on the European Commission to maintain its ambition for Hydrogen Refuelling Station (HRS) deployment in the upcoming review of the Alternative Fuel Infrastructure Regulation (AFIR), required by 31 December 2026.














The decarbonisation of Europe’s road freight sector will be delivered by a combined battery electric and hydrogen-powered solution. To scale the deployment of zero-emission trucks in line with the targets set for vehicle manufacturers under the HDV CO₂ standards, a suitable pan-European refuelling infrastructure network must be in place by the end of this decade. AFIR is the key EU policy mandating Member States to deliver this network. H2Accelerate members fully support the implementation of AFIR as a key enabler for Europe’s zero-emission truck market.

Maintaining AFIR’s existing targets for zero-emission refuelling infrastructure will provide renewed regulatory certainty and help to secure investor confidence. AFIR will unlock a minimum level of network availability for zero-emission heavy-duty vehicles and accelerate the development of innovative hydrogen refuelling technologies, strengthening Europe’s industrial leadership. **At a minimum, the current level of ambition must be maintained, but with a stronger commitment to HDVs.**

In the 2026 review of the AFIR regulation, members of the H2Accelerate collaboration call on the Commission to:

- Maintain mandatory targets for Member States on alternative fuel infrastructure deployment, in particular for HRS deployment in urban nodes and along the core TEN-T network.
- Support Member States to put in place effective schemes to stimulate the deployment of AFIR-compliant infrastructure, such as the Netherlands’ SWiM scheme which is now being replicated to deliver the German AFIR network.
- Implement targeted adaptations to Article 6, to better align minimum HRS requirements with the operational needs of the heavy-duty trucking sector. These adaptations were identified as part of the AFIR report developed by the Sustainable Transport Forum Hydrogen Sub-Group in 2025.

The transition to zero-emission road freight is accelerating across Europe. Major European HDV manufacturers are now actively developing both battery-electric and hydrogen-powered truck solutions, underlining industry recognition on the need for complementary solutions.

DAF	Daimler	Iveco	Hyundai	MAN	Scania	Volvo
DAF XF Hydrogen 	NextGenH2 	S-eWAY FCEV 	XCIENT Fuel Cell 	MAN hTGX 	Fuel Cell Electric Pilot 	Volvo FCEV & H2-ICEV 
DAF XF Electric 	eActros 	S-eWAY HD 	Hyundai is continuing to focus on a hydrogen-led global strategy for HDVs	MAN eTGX 	Scania R Electric 	Volvo FH Electric 

Early funded projects are now delivering the first hydrogen-powered trucks to customers. H2Accelerate TRUCKS is providing 125 heavy-duty vehicles from Volvo Group, Scania Pilot Partner, Hyundai Hydrogen Mobility, and Hyliko, while Daimler Truck will deliver 100 small series liquid hydrogen trucks from the end of 2026.^{1,2}

Despite this progress, Europe is not yet on track to deploy zero-emission vehicles and supporting infrastructure at the scale required to meet its decarbonisation targets. A step-change in both infrastructure and vehicle deployment is required.

Infrastructure will take the lead in deployment as vehicle manufacturers scale production capacity.

For fleet operators seeking to invest in zero-emission vehicles, access to a reliable and interoperable refuelling infrastructure along existing freight routes is a key prerequisite. As such, refuelling infrastructure deployment will lead scaled zero-emission truck uptake on Europe's roads as long as sufficient utilisation of this infrastructure is secured through commitments to zero-emission truck deployment in the years that follow.

AFIR establishes mandatory 2030 targets for Member States to deploy hydrogen refuelling and high-capacity charging stations along the core TEN-T network and in key urban nodes. These targets provide a minimum refuelling network across Europe, enabling cross-border operability, supporting long-haul freight operations, and eliminating gaps in infrastructure deployment that can undermine fleet-operator investment decisions. Crucially, AFIR's targets provide a predictable time horizon for investors along the value chain, allowing vehicle manufacturers, fuel suppliers, infrastructure developers, and fleet operators to align their investment strategies on a common regulatory timeline. AFIR will not only support infrastructure deployment but also accelerate the development of innovative hydrogen refuelling technologies. Regulatory certainty is essential to enable investment in high-performance solutions suited to long-haul heavy-duty transport and to strengthen Europe's industrial leadership, as explored in the AFIR report developed by the Sustainable Transport Forum Hydrogen Sub-Group in 2025.

AFIR is catalysing early HRS deployment in certain Member States.

HRS have been offered funding support at the European level through capital subsidies under the Connecting Europe Facility's Alternative Fuel Infrastructure Facility, but AFIR is also encouraging the development of targeted Member State support schemes to meet national infrastructure obligations. The Netherlands' subsidy for hydrogen in mobility (SWiM), for example, has been well received by industry. SWiM supports the coordinated roll-out of trucks and infrastructure, enabling early investments in stations while limiting the risk of underutilisation.

Across the first two rounds of the SWiM scheme, the Netherlands stimulated projects developing six new HRS and expanding capacity across an additional seven stations.³ Furthermore, following the success of the first two rounds of the SWiM scheme the German Federal Ministry for Transport implemented, in January 2026, a €220m SWiM-like joint HRS and truck subsidy scheme to deliver on its AFIR mandated HRS network.⁴ Maintaining Member State mandates for alternative fuel infrastructure deployment will be essential if Europe is to meet its road freight decarbonisation objectives on time.

Continued progress under AFIR can also create synergies with other hydrogen dependent mobility sectors such as maritime and aviation. AFIR can drive shared supply chains, common standards, and a more competitive, integrated European hydrogen economy across freight transport sectors.

¹ [H2Accelerate website](#), January 2026

² [Daimler Truck website](#), January 2026

³ Nationaal Waterstof Programma, November 2025

⁴ [NOW GmbH](#), January 2026

By the end of 2026, the European Commission will review AFIR to assess the regulation's continued effectiveness and relevance.

This review comes at a crucial moment for Europe's road freight sector, when investments in decarbonisation must be accelerated. H2Accelerate members urge the Commission to reaffirm its commitment to road transport decarbonisation by maintaining existing mandatory infrastructure targets as a minimum baseline. The Commission is encouraged to use the review as an opportunity to promote effective Member State subsidy-schemes to catalyse the deployment of infrastructure in line with requirements under AFIR.

Any reduction in ambition risks sending a negative market signal, stalling investment, increasing costs for early movers, and jeopardising Europe's road decarbonisation.

H2Accelerate members stand ready to support the European Commission and Member States in implementing AFIR, ensuring that Europe remains on track towards a competitive, decarbonised road freight system.

