

Draft

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| Issue date: ..2024 | Date of entry into force: ..2024 | Validity: until further notice |
| Legal basis: | | |
| Act on the Deployment of an Alternative Fuels Infrastructure for Transport (xxx/xxxx) section 3, subsection 2 | | |
| EU legislation to be implemented: | | |
| Regulation (EU) 2023/1804 of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU | | |
| Amendment information: | | |
| Repeals Regulation of the Finnish Transport and Communications Agency of 20 November 2020 on the information to be provided on the unit prices of alternative fuels (TRAFICOM/166286/03.04.03.00/2020) | | |

Information to be provided on the unit prices of alternative fuels

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1 General

1.1 Purpose of the Regulation

With this Regulation, the Finnish Transport and Communications Agency issues further provisions on the information to be provided to users when displaying fuel prices as referred to in section 3, subsection 2 of the Act on the Deployment of an Alternative Fuels Infrastructure for Transport (xxx/xxxx).

1.2 Scope

This Regulation applies to a refuelling point operator within the meaning of section 2, subsection 1, paragraph 1 of the Act on the Deployment of an Alternative Fuels Infrastructure for Transport (xxx/xxxx) that displays at one or more refuelling sta-

tions prices for alternative fuels by comparing these prices to each other and to the prices of other fuels for transport.

1.3 Definitions

For the purposes of this Regulation:

- 1) *passenger car* means a vehicle as referred to in section 20, subsection 2, paragraph 1 of the Vehicles Act (82/2021);
- 2) *passenger car model* means versions of the same passenger car of one manufacturer sold under the same trade name;
- 3) *passenger car segment* means a general and well-established classification of passenger cars based on their dimensions, independent of the vehicle classification in the Vehicles Act;
- 4) *price comparison* means a comparison of unit prices of alternative fuels at a refuelling station in accordance with Regulation (EU) 2023/1804 of the European Parliament and of the Council on the deployment of alternative fuels infrastructure and repealing Directive 2014/94/EU (Distribution Infrastructure Regulation);
- 5) *Distribution Infrastructure Regulation* means Regulation (EU) 2023/1804 of the European Parliament and of the Council on the deployment of alternative fuels infrastructure and repealing Directive 2014/94/EU;
- 6) *Commission Implementing Regulation* means Commission Implementing Regulation (EU) 2018/732 on a common methodology for alternative fuels unit price comparison in accordance with Directive 2014/94/EU of the European Parliament and of the Council;
- 7) *refuelling station* means a single physical installation at a specific location, consisting of one or more refuelling points;
- 8) *alternative fuel* means fuel as referred to in Article 2(4) of the Distribution Infrastructure Regulation;
- 9) *WLTP* (Worldwide harmonised Light-duty vehicles Test Procedure) means the international test procedure referred to in Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008.

Moreover, the definitions in section 2 of the Act on the Deployment of an Alternative Fuels Infrastructure for Transport (xxx/) and Article 2 of the Distribution Infrastructure Regulation apply to this Regulation.

2 Requirements under EU regulations

In accordance with section 3, subsection 1 of the Act on the Deployment of an Alternative Fuels Infrastructure for Transport (xxx/xxxx), when the prices of alternative fuels are displayed as a price comparison at a refuelling station, the common methodology referred to in point 10.3 of Annex II to the Distribution Infrastructure Regulation on the price comparison of unit prices at alternative fuels refuelling stations, as defined in the Commission Implementing Regulation, applies.

3 Requirements for displaying prices of alternative fuels used in transport

3.1 Displaying unit prices of alternative fuels at refuelling stations

3.1.1 General requirements

Where the operator of the refuelling station displays prices of alternative fuels as a price comparison of the prices of alternative fuels, the comparison of fuel unit prices must be presented in a tabular form in a visible, easily readable and understandable manner for the users of publicly available refuelling points at the refuelling station.

If prices are displayed on a variable content display, the price comparison must be displayed for at least 10 minutes during each hour.

The price comparison of fuel unit prices displayed at the refuelling station shall include at least the unit prices of fuels used by vehicles using primarily petrol (E10), diesel fuel (B7) and alternative fuel, as provided for in the legislation and further specified in this provision.

The price comparison must indicate the types of fuels both in writing and with fuel symbols in accordance with EN 16942.

When the unit prices are presented, information must be displayed on the year of the vehicle samples and the quarter on whose fuel prices and electricity charging distribution the unit prices are based.

The price comparison of fuels displayed at the refuelling station must be based on samples of passenger car models comparable at least in terms of weight and power, but different in terms of fuel, as well as on the statistics created by the state's statistics authority on the average fuel prices in the previous full quarter in Finland.

If the state statistics authority does not record the prices of an alternative fuel, the unit prices for that fuel may be based on other available statistics on fuel prices in the previous full quarter. If the price comparison is based on statistics other than those of the state statistics authority, reference may also be made to the statistical source in a visible, easily readable and understandable manner in connection with the price comparison.

The price comparison must be updated at the refuelling station within one month of the publication of the fuel price statistics for a new full quarter by the state statistics authority.

Hydrogen must be included in the price comparison if:

- 1) new passenger cars mainly using hydrogen have been sold in Finland during the previous calendar year;
- 2) during the previous full quarter, hydrogen has been distributed by least one publicly available refuelling station;
- 3) a price has been determined for one-off hydrogen refuelling at the station.

An alternative fuel other than hydrogen need not be included in the price comparison if, during the previous full quarter, it has been distributed at fewer than five refuelling stations and if during the previous calendar year, fewer than 50 new type-approved passenger cars as defined in section 2, subsection 1, paragraph 47 of the Vehicles Act (82/2021) have been sold in Finland, for which the WLTP consumption for the fuel in question has been determined.

3.1.2 Electricity as an alternative fuel

The price of electricity to be used in the price comparison must be based on quarterly statistics created by the state statistics authority on prices of detached house electricity for households with a consumption of 5 MWh per annum, including electrical energy, transmission fee and taxes, and the information received from the national access point within the meaning of Commission Delegated Regulation (EU) 2022/670 for light commercial vehicles supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services on the price of electricity sold for light commercial vehicles at electrical vehicle charging stations, if such information is available.

For the purpose of establishing the price of electricity charging, the weighting between the price of electricity for detached houses and electricity sold at charging stations must be as follows:

- 1) 10 % for the price of electricity sold at charging stations;
- 2) 90 % for the price of electricity for detached houses.

If the necessary price information for electric vehicle recharging stations is not available from the national access point, the comparison may be based entirely on the price of detached house electricity.

Alternatively, the price for charging station electricity may be based on scientific research or a study on the distribution of electric vehicle charging published by an independent body. In this case, the price comparison must include a reference to the publication in question.

3.2 **Samples of passenger car models comparable at least in terms of weight and power but which use different fuels**

Samples of passenger car models, which are comparable at least in terms of weight and power but which use different fuels, must be based on the passenger car segments commonly used in Finland and in the European automotive sector.

The samples must be based on the vehicles in the passenger car segment with the most vehicles sold during the previous calendar year.

However, if vehicles that use petrol, diesel or alternative fuels have not been sold at all in the most-sold passenger car segment, the sample must be based on the passenger car segment with the most extensive sales of vehicles using these fuels.

For each comparable fuel and alternative fuel, a sample of the three best-selling passenger car models in the passenger car segment must be determined.

If, in the passenger car segment on which the calculation is based, at least three passenger car models have not been sold for a fuel or alternative fuel, a smaller but as large a number of passenger car models as possible may be used.

If it is evident that a vehicle does not belong to a specific passenger car segment, the vehicle must be excluded.

The fuel consumption characteristic of each sample must be determined by calculating the average consumption weighted by the sales of the passenger car models of the sample.

Samples of passenger car models comparable at least in terms of weight and power but which use different fuels must be updated and the unit prices at stations based on these must be adjusted within one month of the vehicle sales statistics and the

necessary consumption data for the preceding calendar year becoming available for use as a basis for the determination.

3.3 Consumption values for petrol or diesel blended biofuels per 100 km

Where consumption values for petrol blended biofuels defined using WLTP or another test equivalent in its reliability are not available, the consumption must be calculated assuming that the energy consumption of the blended fuel concerned is equal to the energy consumption calculated on the basis of the consumption of a petrol vehicle. Consumption must be calculated based on the average density and calorific values of the gasoline blended fuel or its components, or volume-based energy content. The energy content of E10 petrol set out in Table A6.App2/1 of Appendix 2 to Sub-Annex 6 to Annex XXI of Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 must be used for the calculation of energy consumption based on consumption defined by a WLTP.

Where consumption values for diesel blended biofuels defined with WLTP or another test equivalent in its reliability are not available, the consumption must be calculated assuming that the energy consumption of the diesel blended fuel concerned is equal to the energy consumption calculated on the basis of the consumption of a petrol vehicle. Consumption must be calculated based on the average density and calorific values of the diesel blended fuel or its components, or volume-based energy content. The energy content of B7 diesel set out in Table A6.App2/1 of Appendix 2 to Sub-Annex 6 to Annex XXI to Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 must be used for the calculation of energy consumption based on consumption defined by WLTP.

Formula 1 is used to determine the consumption value of a petrol or diesel blended biofuel on the basis of density and net calorific value, or volume-based energy content. Other commonly used calculation methods based on the characteristics of the blended fuel or its components and on the assumption of no change in energy consumption when replacing fuel may be used. The characteristics used for the calculation of the fuel or its components must be defined according to a test method used at least in one of the standards EN 590, EN 228, EN 15940, EN 14214 and EN 15293.

Formula 1:

$$FC_{bio} = \frac{FC_{WLTP} \cdot VHV_{WLTP}}{VHV_{bio}} = \frac{FC_{WLTP} \cdot VHV_{WLTP} \cdot 3,6 \frac{MJ}{kW h}}{LHV_{bio} \cdot \rho_{bio}}$$

Here:

FC_{bio} is the fuel consumption of petrol or diesel blended biofuel in l/100 km;

FC_{WLTP} is the WLTP fuel consumption of the corresponding conventional fuel (B7 for diesel blended or E10 petrol blended biofuels) in l/100 km;

VHV_{WLTP} is the energy content of the corresponding conventional fuel (B7 for diesel blended or E10 petrol blended biofuel) in Table A6.App2/1 of Table 2 of Sub-Annex 6 to Annex XXI to Commission Regulation (EU) 2017/1151 in kWh/l;

LHV_{bio} is the net calorific value of a petrol or diesel blended biofuel in MJ/kg;

ρ_{bio} is the density of petrol or diesel blended biofuel in kg/l;

VHV_{bio} is the volume-based energy content of a petrol or diesel blended biofuel in kWh/l.

4 Entry into force

This Regulation enters into force on [date] [Month] 2024.

Decision taken by

Rapporteur