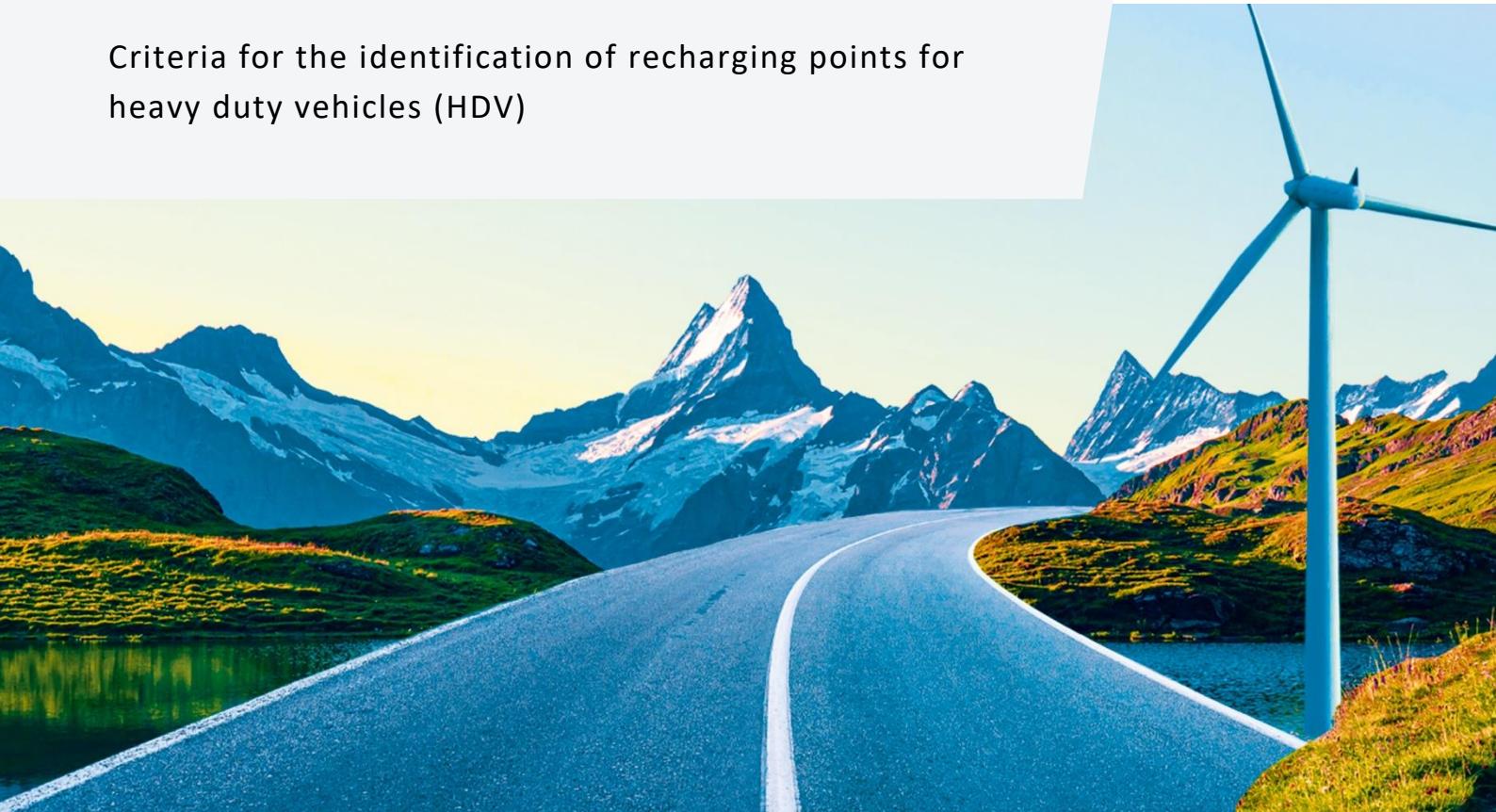


White Paper: Definition of recharging points for HDV for monitoring purposes

Criteria for the identification of recharging points for
heavy duty vehicles (HDV)



1. Background and Objective

The development of a comprehensive recharging infrastructure for heavy duty vehicles is a central element of the European decarbonisation strategy in transport. With [Regulation \(EU\) 2023/1804 on the deployment of alternative fuels infrastructure](#) (AFIR), binding minimum requirements for the availability, accessibility, and data provision of recharging points in the European Union are established for the first time.

For monitoring and evaluating this infrastructure deployment (for example on national or regional platforms) it is necessary to clearly identify recharging points that are suitable for trucks. Since AFIR does not provide a geometric definition of a truck recharging point, an internal, operational definition is required.

This definition serves:

- the comparability of data in monitoring systems
- the distinction between recharging points for passenger cars and trucks

It does not constitute a legal standard, but rather an operational definition for analysis and evaluation purposes.

OLE – Austria's National Competence Center for Electromobility at the Federal Agency AustriaTech – actively advocates at the European level for a uniform definition of truck recharging points, so that reports and monitoring data from Member States will become more comparable, consistent, and interoperable in the future.

2. Definition

A recharging point is considered a truck recharging point for monitoring purposes if the following two criteria are met simultaneously:

1. Vehicles with the following dimensions can stand and charge at the charging space without obstructing other recharging points or traffic areas:
 - 16.50 m length,
 - 2.60 m width *and*
 - 4.00 m height
2. Access and exit for vehicles with these dimensions (16.50 m length; 2.60 m width; 4.00 m height) are ensured.

The dimensions are based on Directive 96/53/EC on the maximum permissible dimensions in European road transport. According to Article 4(1) Member States shall not allow the normal circulation of vehicles which are not in conformity with the characteristics set out in Annex I.

According to Annex I of Directive 96/53/EC, the following apply:

- Length: up to 16.50 m for articulated vehicles
- Width: up to 2.55 m (or 2.60 m for superstructures of conditioned vehicles)
- Height: up to 4.00 m

3. Data from the National Charging Point Register (AFIR Requirements)

AFIR (Regulation (EU) 2023/1804) obliges charge point operators (CPOs) to provide technical and geographic information in a standardised format. The [implementing act \(EU\) 2025/655](#) explicitly lists the corresponding data categories.

For the classification of a recharging point, the data on “vehicle type compatibility” and “vehicle specifications permitted” are used. According to Article 19(3)(a–f) AFIR, CPOs are obliged to transmit these data to national and European registers. In the case of Austria, these data are transmitted to E-Control, which operates the national charging point register (www.ladestellen.at).

4. Delimitation and Quality of Recharging Points

The definition describes exclusively the physical minimum dimensions of a charging space suitable for trucks. It does not make any statement about the quality or usability of a recharging point in practical operation.

From the perspective of OLÉ – Austria's National Competence Center for Electromobility at the Federal Agency AustriaTech, a high-quality truck recharging point is characterised by additional infrastructural features:

- Lighting and roofing to ensure safety and comfort
- Toilets, food services, or lounges within walking distance
- Safe traffic guidance and signage on the premises
- Barrier-free accessibility and clear marking of the parking spaces

These criteria are not included in the monitoring definition but are essential for planning, quality assurance, and user acceptance.