

# Deployment of alternative fuels infrastructure: Fit for 55 package

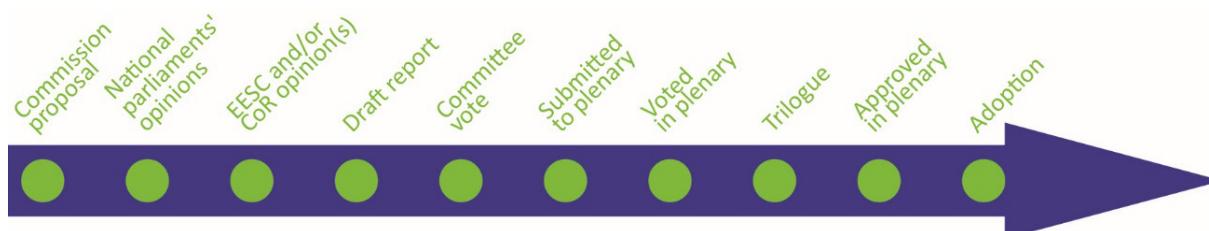
## OVERVIEW

On 14 July 2021, the European Commission presented the 'fit for 55' package of proposals to help reduce net greenhouse gas emissions by at least 55 % by 2030, compared with 1990 levels. The package included a proposal to revise the 2014 Directive on Alternative Fuels Infrastructure and turn it into a regulation. In the draft regulation, the Commission proposed binding targets for electric vehicle charging points and hydrogen refuelling points, electric charging for stationary aircraft at airports and on-shore power supply for ships at ports.

Interinstitutional negotiations started in November 2022 and a provisional agreement was reached on 28 March 2023. Parliament adopted the new rules in plenary on 11 July. The Council adopted them on 25 July. The final act was signed on 13 September and published in the Official Journal of the EU on 22 September 2023.

### Proposal for a regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council

<i>Committee responsible:</i>	Transport and Tourism (TRAN)	COM(2021) 559 14.7.2021
<i>Rapporteur:</i>	Petar Vitanov (S&D, Bulgaria)	2021/0223(COD)
<i>Shadow rapporteurs:</i>	Jens Gieseke (EPP, Germany) Caroline Nagtegaal (Renew, the Netherlands) Anna Deparnay-Grunenberg (Greens/EFA, Germany) Carlo Fidanza (ECR, Italy) Roman Haider (ID, Austria) Elena Kountoura (The Left, Greece)	Ordinary legislative procedure (COD) (Parliament and Council on equal footing – formerly 'co-decision')
<i>Procedure completed</i>	Regulation (EU) 2023/1804. <a href="#">OJ L 234, 22.9.2023, pp. 1–47.</a>	



## Introduction

In December 2019, the European Commission published a communication on the [European Green Deal](#), outlining its priorities to transform the EU into a modern, resource-efficient and competitive economy in order to meet the EU's commitments to tackle climate and environment-related challenges. In the communication, the Commission stressed the need for a renewed focus on speeding up the shift to sustainable and smart transport and the use of alternative transport fuels. Among the measures to be taken, the Commission announced that it would review the Alternative Fuels Infrastructure Directive (AFID). In December 2020, the Commission published the [sustainable and smart mobility strategy](#), which included the revision of the AFID in its work plan.

The European Climate Law was adopted in July 2021, setting into law the EU target for 2030 of reducing greenhouse gas (GHG) emissions by at least 55% compared with 1990 levels, in line with priorities set out in the Green Deal. On 14 July 2021, the Commission published the '[fit for 55](#)' package, with legislative proposals to deliver the targets agreed in the European Climate Law. To speed up emissions reductions in transport, the package includes proposals to tighten the emissions trading scheme and widen its scope, proposals to increase the use of alternative fuels in aviation and shipping, stricter CO<sub>2</sub> emissions standards for road vehicles, and the [proposal](#) to amend the AFID and transform it into a regulation.

## Existing situation

The [AFID](#) was adopted in 2014 to address issues such as the lack of coordinated deployment of alternative fuel refuelling and recharging infrastructure across the EU, and improve the long-term security needed for investment in the technology for alternative fuels and alternative fuel vehicles. It introduced the requirement for EU countries to develop national policy frameworks (NPFs), the aim being to put in place a sufficient number of refuelling and recharging points for certain alternative fuel vehicles and vessels.

For electricity supply for transport, the AFID required the NPFs to ensure the deployment of an appropriate number of publicly available electric recharging points, so that electric vehicles could circulate at least within urban/suburban agglomerations and other densely populated areas by the end of 2020. While not setting mandatory targets, the directive suggested, as an indication, that the number of recharging points should be equivalent to at least one per 10 cars. The AFID also required Member States to assess the need for the NPFs to provide for the supply of shore-side electricity for inland waterway vessels and seagoing ships at inland and maritime ports and, based on the analysis, install such shore-side electricity supply by the end of 2025.

For natural gas supply, the AFID required Member States to ensure that an appropriate number of compressed natural gas (CNG) refuelling points were put in place, so that CNG motor vehicles could circulate in densely populated areas by the end of 2020, and that there would be an appropriate number of CNG refuelling points along the trans-European transport network ([TEN-T](#)) core network by the end of 2025. The directive suggested no more than 150 km as an indicative average distance between stations.

NPFs also had to ensure that a sufficient number of LNG refuelling points were put in place by 31 December 2025 along the TEN-T core network, so that LNG heavy-duty motor vehicles could circulate throughout the EU. As an indication, the directive suggested that the distance between stations should be no more than 400 km. The AFID also required Member States to ensure that an appropriate number of refuelling points for LNG were put in place at maritime ports by 2025 and inland ports by 2030, to enable LNG inland waterway vessels or seagoing ships to circulate throughout the TEN-T core network.

The directive left it to the Member States to decide whether to include hydrogen refuelling infrastructure in their NPFs. According to a [review](#) of the NPFs conducted by the Commission in 2017, 14 Member States had included hydrogen refuelling infrastructure.

In 2017, the Commission presented an [action plan](#) seeking to give further impetus to the uptake of alternative fuels. The action plan listed measures that should be taken by EU countries to improve the NPFs, and measures that would be taken by the Commission to complement action at national level, including measures to strengthen the coordination of EU funding instruments that support the roll-out of alternative fuel recharging and refuelling points.

## Parliament's starting position

Parliament has highlighted the need to address the development of alternative fuels infrastructure in several resolutions. In [October 2018](#), it stressed the connection between the availability of alternatively fuelled vehicles, the deployment of alternative fuels infrastructure and consumer demand for these technologies. Parliament called on the Commission to revise the 2014 directive to fill the gaps in the build-up of infrastructure and to replace the system of national plans with more efficient instruments, such as binding and enforceable targets. It stressed that the scope of the directive needed to be broadened – e.g. to cover the TEN-T comprehensive network and urban and regional nodes – and to include the infrastructure for public fleets. Furthermore, it called on the Commission to make hydrogen infrastructure deployment mandatory.

In a [March 2019](#) resolution on reducing GHG emissions, Parliament called on the Member States and the Commission to ensure that consumers had access to zero- and low-emission vehicles, and stressed the role of smart charging infrastructure to 'establish synergies between the electrification of transport and the deployment of renewable energy sources'. In a [January 2020](#) resolution on the Green Deal, Parliament welcomed the proposal to review the AFID, and called on the Member States 'to commit to proper funding and step up the pace for the deployment of innovative strategies, charging infrastructure and alternative fuels'.

## Preparation of the proposal

A public consultation on the inception impact assessment (IIA) was carried out from 6 April to 4 May 2020. The Commission received [86 responses](#), mostly from transport value chain organisations, as well as fuel suppliers' representatives, non-governmental organisations and members of the public. A majority of sector representatives emphasised the need for there to be sufficient alternative fuels infrastructure for the uptake of zero- and low-emission vehicles. Some contributions called for a broad approach including all alternative fuels, while others advocated the exclusion of fossil alternative fuels from the scope of the proposal. Several contributions stressed the need to replace the current approach of NPFs with binding targets at European level. The need for interoperability and transparency of information and payment services were also emphasised.

A further [public consultation](#) was carried out from 6 April to 29 June 2020 and gathered a total of 323 responses; the results are summarised in the [impact assessment](#) (IA) accompanying the proposal. According to the IA, while there are different views on quantitative requirements, the review of the AFID is supported by the automotive industry, many manufacturers and operators of recharging and refuelling infrastructure, the electricity sector and many civil society associations. Nonetheless, concerns have been raised by ports and airports about the additional costs relating to rolling out infrastructure for on-shore power supply (also known as shore-side electricity) in ports and electricity supply to stationary aircraft. Public authorities are also largely supportive of a revision, but have more mixed views about mandatory targets.

A March 2021 Commission [report](#) on the application of the AFID and the [evaluation report](#) presented with the proposal in July 2021 suggest that the directive has had a positive impact on the uptake of alternatively fuelled vehicles, and that the development of refuelling and recharging infrastructure and markets is maturing in some parts of the EU, but that the overall European market for alternative fuels infrastructure is in an early development phase.

The reports caution that the current level of infrastructure coverage will not be sufficient to cater for the increased number of alternatively fuelled vehicles required to achieve the EU's more ambitious

emissions reduction objectives. The main problems highlighted include: i) insufficient ambition and coherence in national plans; ii) interoperability and data exchange issues; and iii) a lack of transparent consumer information and common payment systems.

The evaluation accompanying the proposal includes [modelling](#) results for energy consumption in transport, but also for the alternative fuel vehicle stock and for the infrastructure investment costs; these results are for a scenario with the AFID and one without it. It also includes an [overview](#) of alternative fuel vehicle and infrastructure deployment up to 2019 (further information on the deployment of infrastructure and vehicles to date is available in an [EPRS briefing](#) on the subject).

According to the [executive summary](#) of the Commission's IA, the initiative will ensure that the infrastructure needs arising from the expected increase in vehicles overall are met, and that there will be sufficient infrastructure on the TEN-T network to ensure full interoperability and user access to all relevant information and services. The Commission expects that greater certainty of long-term market demand will benefit companies that are active in the market, with no significant direct negative economic, social or environmental impacts. The initiative is projected to have a positive impact on innovation in areas such as vehicle and vessel development, new services and the development of recharging and refuelling technologies. Total infrastructure costs, including capital and operation costs for fully interoperable and user-friendly infrastructure, are expected to amount to between €67.1 billion and €70.5 billion over the 2021-2050 period.

The Commission also highlights the reduced external costs of CO<sub>2</sub> emissions, estimated at €445 billion over the 2021-2050 period (at present values), with a €75 billion reduction in the external costs of air pollution. It notes that while these reductions will be driven by other policies, such as stricter CO<sub>2</sub> standards for cars and vans, they are enabled by the uptake of infrastructure.

Meanwhile, the costs to public authorities relating to the need to review and update the NPFs and report on implementation are not expected to increase significantly. However, while investment in infrastructure is expected to come from the private sector, in the early phase of market development public authorities will have to provide some financial support for market investment.

The IA includes [modelling](#) of the share of alternative fuels in transport, vehicle stock and emissions from transport up to 2050, based on policy measures in place up to 2020. It also provides [projections](#) for the vehicle stock with 'fit for 55' measures in place (particularly the revision of CO<sub>2</sub> emissions performance standards for cars and vans), as well as [projections](#) for alternative fuels infrastructure in Member States if the policy measures proposed in the revision of the AFID are put into effect. (Projections of vehicle fleets can also be found in the above-mentioned [EPRS briefing](#).)

## The changes the proposal would bring

The Council and the Parliament reached a provisional agreement on the Commission proposal, by force of which they introduced changes to the proposal's original text, now formally approved by both institutions and published in the Official Journal of the EU (for details, see 'Legislative process' below)

The Commission proposed to repeal the AFID and replace it with a regulation, suggesting that this change was needed to ensure swift and coherent development of the EU infrastructure network.

While the 2014 Directive required Member States to develop national policy frameworks to ensure sufficient coverage of recharging and refuelling infrastructure for electrically chargeable vehicles, CNG- and LNG-powered vehicles, and natural gas supply in ports, the proposal set a number of mandatory national targets for the deployment of alternative fuels infrastructure for road vehicles, vessels and stationary aircraft in the EU.

For electricity supply for road transport vehicles, the proposed rules contained provisions for Member States to ensure a minimum coverage of publicly accessible recharging points dedicated to light- and heavy-duty road transport vehicles (LDVs and HDVs) in their territory, including on both the core and the comprehensive TEN-T networks ([Articles 3 and 4](#)). For publicly available electric

charging infrastructure for light-duty road vehicles (cars and vans), the draft regulation set out mandatory national fleet-based targets from the entry into force of the new rules. For every battery electric LDV, a total power output of at least 1 kW (kilowatt) was proposed to be provided through publicly accessible recharging stations. For every plug-in hybrid LDV, a total power output of at least 0.66 kW should be provided through publicly accessible recharging stations, a recharging station being defined as a single physical installation at a specific location, consisting of one or more recharging points.

The proposal also set distance-based targets for both LDVs and HDVs by the end of 2025 for the TEN-T core network (with higher targets in terms of power output for 2030) and for the TEN-T comprehensive network by the end of 2030 (with increasing power output requirements for 2035). Publicly accessible recharging pools (one or more recharging stations) dedicated to LDVs were proposed to be deployed in each direction of travel, with a maximum distance of 60 km in between them on both TEN-T networks. Publicly accessible recharging pools dedicated to HDVs (with greater power output than those for LDVs) would have to be deployed in each direction of travel, with a maximum distance of 60 km in between them on the TEN-T core network and 100 km on the TEN-T comprehensive network. The draft regulation also stipulated that EU Member States should ensure a number of recharging stations are in place for HDVs in urban nodes along the TEN-T network.

For hydrogen, the Commission text proposed that publicly accessible hydrogen refuelling stations (with a defined minimum capacity) should be deployed, with a maximum distance of 150 km in between them along the TEN-T core and the TEN-T comprehensive networks by the end of 2030, and at least one should be available in every urban node of the TEN-T network ([Article 6](#)). The draft regulation also includes provisions to ensure the user-friendliness of recharging and hydrogen refuelling infrastructure (e.g. payment options, price transparency) ([Article 5](#) and [Article 7](#)).

The draft regulation set targets for electricity supply to vessels in ports and to stationary aircraft. It introduced the requirement that, by the beginning of 2030, at least 90 % of demand for shore-side electricity supply should be met in TEN-T core and TEN-T comprehensive maritime ports with a certain level of traffic. Another set of requirements concerned the shore-side electricity supply for inland waterway vessels ([Articles 9 and 10](#)). Electricity supply for stationary aircraft at TEN-T core and comprehensive network airports should be ensured at all gates used for commercial air transport operations ([Article 12](#)) by the start of 2025.

The draft regulation also reformulated the provisions on Member States' NPFs for the deployment of alternative fuels infrastructure, including the provisions on areas where no mandatory EU-wide targets are set, and the provisions for reporting on the deployment of such infrastructure ([Article 13](#)).

## Advisory committees

For this legislative procedure, consultation of the European Economic and Social Committee (EESC) and of the European Committee of the Regions (CoR) was mandatory. The EESC adopted an [opinion](#) on 8 December 2021 (rapporteur: John Comer, Group III – Diversity Europe, Ireland). The CoR's [opinion](#) was adopted on 27 January 2021 (rapporteur: Adrian Ovidiu Teban, EPP, Romania).

## National parliaments

The subsidiarity deadline for national parliaments to react was [8 November 2021](#). The [Czech Senate](#) and the [Joint Committee on Transport and Communications](#) of the Irish Houses of Oireachtas issued reasoned opinions concluding that the proposal does not comply with the principle of subsidiarity. Meanwhile, the Joint Committee for EU Affairs of the Spanish Cortes Generales adopted a [resolution](#) stating that the proposal is in accordance with the principle of subsidiarity.

## Stakeholder views<sup>1</sup>

In the months ahead of the announcement of the European Green Deal initiative, vehicle and electricity producers and clean transport campaigners [called](#) on the EU to boost the development of the smart charging infrastructure for electrically chargeable vehicles. The [automotive industry](#) has also voiced concern that the market uptake of alternatively fuelled vehicles is uneven across the EU, citing affordability as a barrier for consumers, but also pointing to the shortage of alternative fuels infrastructure. Car companies and the hydrogen and road transport industries have [called](#) for mandatory targets for hydrogen fuelling infrastructure.

After the revision of the AFID had been announced in the Green Deal, car manufacturers and alternative-fuel producers and suppliers have [stressed](#) that the revision should take a technology-neutral approach and adhere to the definition of alternative fuels set out in the AFID. On the other hand, clean transport campaigners have [called](#) for zero-emission road transport to be treated as a priority and suggested transforming the AFID into a regulation. With regard to truck refuelling and recharging points, [vehicle manufacturers](#) have called for ambitious binding targets per Member State for electric charging and hydrogen and natural gas refuelling infrastructure, and in particular for LNG refuelling infrastructure for trucks, to ensure efficient long-haul and inter-regional transport in the EU. Meanwhile, the natural gas supply and vehicle manufacturing industry [expressed support](#) for the idea that Member States should continue to set infrastructure targets (with an implementing mechanism to avoid non-compliance). They were also in favour of introducing criteria to address the space density of CNG stations in urban areas, and pointed out that support should be provided for the development of LNG refuelling stations at logistics centres, depots and ports.

Following the presentation of the proposal, [automotive industry](#) representatives stated that the infrastructure roll-out plan was not ambitious enough to meet the 'fit for 55' targets, and pointed to the uneven roll-out of infrastructure and affordability of vehicles for citizens in a number of Member States. In a [position paper](#) published in October 2021, natural gas suppliers and vehicle manufacturers pointed out that, as the discussions on CO<sub>2</sub> emissions standards for vehicles will also be ongoing, the proposal should not phase out support for CNG and LNG infrastructure prematurely, and that advanced biofuels such as bioCNG and bioLNG should be included in the scope of 'alternative fuels'. They stated that provisions should be made to support the development and maintenance of CNG refuelling and to extend support to LNG refuelling stations beyond 2025.

Clean transport campaigners [Transport & Environment](#) (T&E) welcomed the requirement to increase infrastructure proportionally to vehicle uptake, and also welcomed the distance-based requirements, but advocated an earlier implementation date for the latter. While pleased with the new targets for charging infrastructure for [HDVs](#), T&E argued that the Commission was underestimating the roll-out of electric trucks in the coming decade, and wanted to see provisions that could lead to more gas infrastructure removed from the proposal. [Airport representatives](#) welcomed the potentially positive impact on air quality from providing stationary aircraft with electricity, but voiced concern about the ability of airports, particularly smaller ones, to make the necessary investments.

## Legislative process

The [file](#) was referred to Parliament's Committee on Transport and Tourism (TRAN), which appointed Ismail Ertug (S&D, Germany) as rapporteur. The Committees on the Environment, Public Health and Food Safety (ENVI), on Industry, Research and Energy (ITRE), and on Regional Development (REGI) each adopted an opinion on the file. The TRAN committee debated the [draft report](#) published on 14 February 2022, and adopted its [report](#) in committee on 3 October 2022. Parliament's [position](#) – its mandate for interinstitutional negotiations with the Council on the final wording of the rules – was adopted in plenary on 19 October 2022.

The Council adopted its [general approach](#) (negotiating position) for interinstitutional negotiations on 3 June 2022.

Interinstitutional negotiations started in November 2022. A [provisional agreement](#) was reached on 28 March 2023. Within the European Parliament, ahead of the vote in plenary and following the decision of Ismail Ertug to leave the Parliament, his role as rapporteur for the file was assigned to Petar Vitanov (S&D, Bulgaria).

Parliament approved the new rules on [11 July 2023](#) and the Council adopted the text on [25 July 2023](#). The final act was signed on 13 September 2023 and published in the Official Journal of the EU on [22 September 2023](#). It entered into force on 12 October 2023 and will apply from 13 April 2023.

Key elements of the adopted text are set out below.

## Recharging infrastructure: LDVs

According to the adopted rules, Member States have to ensure that (cumulatively) for every battery electric LDV registered in their territory, a total power output of at least 1.3 kW (at least 1 kW in the Commission's original proposal) is provided through publicly accessible recharging stations. For each plug-in hybrid LDV registered in their territory, Member States have to provide a total power output of at least 0.80 kW (at least 0.66 kW in the Commission's original proposal) through publicly accessible recharging stations. However, in cases where the share of electric LDVs reaches at least 15 % compared to the total fleet of LDVs registered in a Member State, and where it can be shown that the above requirements discourage private investment due to risks of oversupply, the Member State can request to apply lower requirements.

Along the TEN-T network, the adopted text sets minimum requirements for recharging infrastructure for LDVs. Along the TEN-T core network, publicly accessible recharging pools dedicated to LDVs have to be deployed in each direction of travel with a maximum distance of 60 km between them. By 31 December 2025, each recharging pool has to offer a power output of at least 400 kW and include at least one recharging point with an individual power output of at least 150 kW. By 31 December 2027, each recharging pool has to offer a power output of at least 600 kW and include at least two recharging points with an individual power output of at least 150 kW.

Similarly, along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to LDVs would have to be deployed in each direction of travel with a maximum distance of 60 km.

- By 31 December 2027, at least along 50 % of the length of the TEN-T comprehensive network, each recharging pool has to offer a power output of at least 300 kW and include at least one recharging point with an individual power output of at least 150 kW.
- By 31 December 2030, each recharging pool has to offer a power output of at least 300 kW and include at least one recharging point with an individual power output of at least 150 kW.
- By 31 December 2035, each recharging pool has to offer a power output of at least 600 kW and include at least two recharging points with an individual power output of at least 150 kW.

The adopted text adds the rule that a single publicly accessible recharging pool dedicated to LDVs may be deployed along TEN-T roads for both directions of travel provided that this pool is easily accessible from both directions of travel and that it complies with the power output requirements relevant to recharging pools for the two directions of travel.

The text also introduces several derogations for roads with low traffic.

## Recharging infrastructure: HDVs

The text also introduces a number of requirements for HDV-charging infrastructure along TEN-T roads:

- by 31 December 2025, at least along 15 % of the length of the TEN-T network, publicly accessible recharging pools dedicated to HDVs should be deployed in each direction of travel;
- by 31 December 2027, at least along 50 % of the length of the TEN-T network, publicly accessible recharging pools dedicated to HDVs should be deployed in each direction of travel;
- along the TEN-T core network, by 31 December 2030, i) publicly accessible recharging pools dedicated to HDVs should be deployed in each direction of travel, with a maximum distance of 60 km between them, and ii) each recharging pool should offer a power output of at least 3 600 kW and include at least two recharging points with an individual power output of at least 350 kW;
- along the TEN-T comprehensive network, by 31 December 2030, i) publicly accessible recharging pools dedicated to HDVs should be deployed in each direction of travel, with a maximum distance of 100 km between them, and ii) each recharging pool should offer a power output of at least 1 500 kW and include at least one recharging point with an individual power output of at least 350 kW.

Furthermore, from the end of 2025 onwards, Member States would be required to provide recharging for HDVs in urban nodes along the TEN-T network. Similarly, from the end of 2027 onwards, Member States would have to provide recharging stations for HDVs in safe and secure parking areas.

Similarly to LDV recharging, the text stipulates that a single easily accessible charging pool for HDVs for both directions may be deployed if it complies with the requirements for distance and power output applicable to the two directions of travel. As with infrastructure for LDVs, derogations are allowed for roads with lower levels of traffic.

## Hydrogen refuelling infrastructure

By 31 December 2030, publicly accessible hydrogen refuelling stations have to be deployed along the TEN-T core network, at a maximum distance of 200 km from each other. At least one publicly accessible hydrogen refuelling station has to be deployed in each urban node.

## OPS at ports

In line with the new rules under the FuelEU Maritime initiative, which require ship operators of container and passenger ships to comply with certain provisions to reduce emissions while moored at the quayside, the adopted text also sets targets for deployment of shore-side electricity supply for ships.

## Liquefied methane

As liquefied methane is likely to play a continued role in maritime transport, an appropriate number of refuelling points for liquefied methane at maritime ports of the TEN-T core network should be available by 2025. Nonetheless, liquefied methane from fossil sources should be phased out in maritime transport as soon as possible and substituted by more sustainable alternatives, the text adds.

## Electricity supply for stationary aircraft at airports

By 1 January 2025, Member States have to ensure the provision of electricity supply to stationary aircraft i) at all TEN-T core and comprehensive network airports, and ii) at all aircraft contact stands

used for commercial air transport operations. By 1 January 2030, electricity supply must also be ensured at all aircraft remote stands used for commercial air transport operations. Member States are allowed to exempt airports along the TEN-T network that have fewer than 10 000 commercial flight movements per year (averaged over the last 3 years), from the obligation to provide electricity to stationary aircraft at all remote stands.

## EUROPEAN PARLIAMENT SUPPORTING ANALYSIS

[Alternative fuel infrastructures for heavy-duty vehicles](#), Policy Department for Structural and Cohesion Policies, European Parliament, July 2021.

Dinu A., [Revision of Directive 2014/94/EU on the deployment of alternative fuels infrastructure](#), implementation appraisal, EPRS, European Parliament, April 2021.

[The future of the EU automotive sector](#), Policy Department for Economic, Scientific and Quality of Life Policies, European Parliament, October 2021.

## OTHER SOURCES

[Deployment of alternative fuels infrastructure. 'Fit for 55 package'](#), Legislative Observatory (OEIL), European Parliament.

## ENDNOTE

- <sup>1</sup> This section aims to provide a flavour of the debate and is not intended to be an exhaustive account of all different views on the proposal. Additional information can be found in related publications listed under 'European Parliament supporting analysis'.

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