



EUROPEAN PARLIAMENT

2009 - 2014

Committee on Transport and Tourism

2013/0012(COD)

3.10.2013

AMENDMENTS

73 - 390

Draft report
Carlo Fidanza
(PE516.591v01-00)

on the proposal for a directive of the European Parliament and of the Council
on the deployment of alternative fuels infrastructure

Proposal for a directive
(COM(2013)0018 – C7-0022/2013 – 2013/0012(COD))

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United in diversity

EN

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Amendment 73
Patricia van der Kammen

Draft legislative resolution
Paragraph 1

Draft legislative resolution

1. Adopts its position at first reading hereinafter set out;

Amendment

1. Rejects the Commission proposal;

Or. nl

Justification

The EU should not intervene regarding issues which can be addressed perfectly well at national level. Consumer choices and related corporate strategies should be left entirely to the market.

Amendment 74
Patricia van der Kammen

Draft legislative resolution
Paragraph 2

Draft legislative resolution

2. Calls on the Commission to refer the matter to Parliament again if it intends to amend its proposal substantially or replace it with another text;

Amendment

deleted

Or. nl

Amendment 75
Ismail Ertug

Proposal for a directive
Recital 2

Text proposed by the Commission

(2) The White Paper “Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System” called for breaking the oil dependence of transport. In consequence the Commission undertook to develop a sustainable alternative fuels strategy as well as the appropriate infrastructure. The White Paper also set a target of 60% greenhouse gas (GHG) emissions reduction from transport by 2050.

Amendment

(2) The White Paper “Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System” called for breaking the oil dependence of transport. In consequence the Commission undertook to develop a sustainable alternative fuels strategy as well as the appropriate infrastructure. The White Paper also set a target of 60% greenhouse gas (GHG) emissions reduction from transport by 2050, ***measured against the 1990 level.***

Or. de

Amendment 76
Keith Taylor

Proposal for a directive
Recital 2

Text proposed by the Commission

(2) The White Paper ‘Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System’ called for breaking the oil dependence of transport. ***In consequence the Commission undertook to develop a*** sustainable alternative fuels strategy as well as the appropriate infrastructure. The White Paper also set a target of 60% greenhouse gas (GHG) emissions reduction from transport by 2050.

Amendment

(2) The White Paper ‘Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System’ called for breaking the oil dependence of transport. ***Naturally, this needs to be achieved through an array of policy initiatives. With regard to the development of*** sustainable alternative fuels strategy as well as the appropriate infrastructure, ***the Commission consequently proposed measures.*** The White Paper also set a target of 60% greenhouse gas (GHG) emissions reduction from transport by 2050.

Or. en

Amendment 77
Keith Taylor

Proposal for a directive
Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) A Union strategy on alternative fuels should be implemented without prejudice to Union and national efforts aimed at influencing passenger behaviour and promoting a modal shift towards more sustainable modes of transport and efficient logistical solutions, particularly in urban areas.

Or. en

Amendment 78
Markus Pieper

Proposal for a directive
Recital 4

Text proposed by the Commission

Amendment

(4) Based on the consultation of stakeholders and national experts, as well as expertise electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as the main alternative fuels with a potential for long-term oil substitution and decarbonisation.

(Does not affect the English version.)

Or. de

Amendment 79
Keith Taylor

Proposal for a directive
Recital 4

Text proposed by the Commission

(4) Based on the consultation of stakeholders and national experts, as well as expertise¹³ electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as the main alternative fuels with a potential for long-term oil substitution and decarbonisation.

Amendment

(4) Based on the consultation of stakeholders and national experts, as well as expertise electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as the main alternative fuels with a potential for long-term oil substitution and decarbonisation. ***However, climate protection requires additional measures and strategies in the transport sector going far beyond the promotion of substitute fuels alone. These should encompass a global reduction in energy consumption and the introduction of appropriate vehicle GHG emission standards for all transport modes, together with energy saving and efficiency standards for all methods of propulsion, the development and support of public, collective and environmentally friendly transport and the implementation of the 'user pays' and 'polluter pays' principles.***

Or. en

Amendment 80
Michel Dantin, Dominique Riquet

Proposal for a directive
Recital 4

Text proposed by the Commission

(4) Based on the consultation of stakeholders and national experts, as well as expertise electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as the main alternative fuels with a potential for long-term oil substitution and decarbonisation.

Amendment

(4) Based on the consultation of stakeholders and national experts, as well as expertise, electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as, ***at this stage***, the main alternative fuels with a potential for long-term oil substitution and decarbonisation.

Or. fr

Justification

The fact that research and innovation may lead to developments in the alternative fuels sector should be taken into account.

Amendment 81 Dieter-Lebrecht Koch

Proposal for a directive Recital 4

Text proposed by the Commission

(4) Based on the consultation of stakeholders and national experts, as well as expertise electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as the main alternative fuels with a potential for long-term oil substitution and decarbonisation.

Amendment

(4) Based on the consultation of stakeholders and national experts, as well as expertise electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as the main alternative fuels with a potential for long-term oil substitution and decarbonisation. ***Notwithstanding this conclusion, standards, specifications and other rules should be drawn up without giving preference to any particular type of technology, so as not to hamper further development towards alternative fuels and energy carriers. At the same time, development can only be based on regulatory incentives. Continued competitiveness must be regulated by market forces.***

Or. de

Amendment 82 Juozas Imbrasas

Proposal for a directive Recital 4

Text proposed by the Commission

(4) Based on the consultation of stakeholders and national experts, as well

Amendment

(4) ***In recent decades it has become increasingly clear that oil is a finite***

as expertise electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as the main alternative fuels with a potential for long-term oil substitution and decarbonisation.

resource and, based on the consultation of stakeholders and national experts, as well as expertise electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as the main alternative fuels with a potential for long-term oil substitution and decarbonisation.

Or. It

Amendment 83 **Izaskun Bilbao Barandica**

Proposal for a directive **Recital 6**

Text proposed by the Commission

(6) Fragmentation of the internal market through uncoordinated market introduction of alternative fuels should be avoided. Coordinated policy frameworks of all Member States should therefore provide the long-term security required for private and public *investment into* vehicle and fuel technology, and infrastructure build-up. Member States should therefore establish national policy frameworks outlining their objectives, targets, and supporting actions on the market development of alternative fuels, including the necessary infrastructure to be put into place. Member States should cooperate with other neighbouring Member States on the regional or macro-regional level, through consultation or joint policy frameworks, in particular where continuity of alternative fuel infrastructure coverage across national borders or construction of new infrastructure in the proximity of national borders is required. A coordination of these national policy frameworks and their coherence at EU level should be ensured by the Commission, following a periodic

Amendment

(6) Fragmentation of the internal market through uncoordinated market introduction of alternative fuels should be avoided. Coordinated policy frameworks of all Member States should therefore provide the long-term security required for private and public *investment in* vehicle and fuel technology, and infrastructure build-up. Member States should therefore establish national policy frameworks outlining their objectives, targets, and supporting actions on the market development of alternative fuels, including the necessary infrastructure to be put into place, *in close cooperation with regional and local authorities and with the industry concerned*. Member States should cooperate with other neighbouring Member States on the regional or macro-regional level, through consultation or joint policy frameworks, in particular where continuity of alternative fuel infrastructure coverage across national borders or construction of new infrastructure in the proximity of national borders is required. A coordination of these national policy frameworks and their coherence at EU level should be ensured by the Commission, following a periodic

evaluation thereof.

evaluation thereof.

Or. es

Amendment 84
Keith Taylor

Proposal for a directive
Recital 6

Text proposed by the Commission

(6) Fragmentation of the internal market through uncoordinated market introduction of alternative fuels should be avoided. Coordinated policy frameworks of all Member States should ***therefore provide the long-term security required for private and public investment into vehicle and fuel technology, and infrastructure build-up***. Member States should therefore establish national policy frameworks outlining their objectives, ***targets, and supporting actions on the market*** development of alternative fuels, including the necessary infrastructure to be put ***into*** place. Member States should cooperate with other neighbouring Member States on the regional or macro-regional level, through consultation or joint policy frameworks, in particular where continuity of alternative fuel infrastructure coverage across national borders or construction of new infrastructure in the proximity of national borders is required. ***A*** coordination of ***these*** national policy frameworks and their coherence at ***EU*** level ***should be ensured by the Commission***, following a periodic evaluation thereof.

Amendment

(6) Fragmentation of the internal market through uncoordinated market introduction of alternative fuels should be avoided. Coordinated policy frameworks of all Member States should ***serve the dual purpose of ending oil dependency in the transport sector and achieving a 60% cut in greenhouse gas emissions in that sector by 2050***. Member States should therefore establish national policy frameworks outlining their objectives ***concerning global reduction in energy consumption, especially consumption of oil and its derivatives in the transport sector, as well as the deployment of electrified public transport services, and the*** development of alternative fuels, including the necessary infrastructure to be put ***in*** place. Member States should cooperate with other neighbouring Member States on the regional or macro-regional level, through consultation or joint policy frameworks, in particular where continuity of alternative fuel infrastructure coverage across national borders or construction of new infrastructure in the proximity of national borders is required. ***The Commission should ensure the*** coordination of ***those*** national policy frameworks and their coherence at ***Union*** level, following a periodic evaluation thereof.

Or. en

Amendment 85
Markus Ferber

Proposal for a directive
Recital 6

Text proposed by the Commission

(6) Fragmentation of the internal market through uncoordinated market introduction of alternative fuels should be avoided. Coordinated policy frameworks of all Member States should therefore provide the long-term security required for private and public investment into vehicle and fuel technology, and infrastructure build-up. Member States should therefore establish national policy frameworks outlining their objectives, targets, and supporting actions on the market development of alternative fuels, including the necessary infrastructure to be put into place. Member States should cooperate with other neighbouring Member States on the regional or macro-regional level, through consultation or joint policy frameworks, in particular where continuity of alternative fuel infrastructure coverage across national borders or construction of new infrastructure in the proximity of national borders is required. A coordination of these national policy frameworks and their coherence at EU level should be ensured by the Commission, following a periodic evaluation thereof.

Amendment

(6) Fragmentation of the internal market through uncoordinated market introduction of alternative fuels should be avoided. Coordinated, **growth-oriented** policy frameworks of all Member States should therefore provide the long-term security required for private and public investment into vehicle and fuel technology, and infrastructure build-up. Member States should therefore establish national policy frameworks outlining their objectives, targets, and supporting actions on the market development of alternative fuels, including the necessary infrastructure to be put into place. Member States should cooperate with other neighbouring Member States on the regional or macro-regional level, through consultation or joint policy frameworks, in particular where continuity of alternative fuel infrastructure coverage across national borders or construction of new infrastructure in the proximity of national borders is required. A coordination of these national policy frameworks and their coherence at EU level should be ensured by the Commission, following a periodic evaluation thereof.

Or. de

Amendment 86
Markus Ferber

Proposal for a directive
Recital 6

Text proposed by the Commission

(6) Fragmentation of the internal market through uncoordinated market introduction of alternative fuels should be avoided. Coordinated policy frameworks of all Member States should therefore provide the long-term security required for private and public investment into vehicle and fuel technology, and infrastructure build-up. Member States should therefore establish national policy frameworks outlining their objectives, targets, and supporting actions on the market development of alternative fuels, including the necessary infrastructure to be put into place. Member States should cooperate with other neighbouring Member States on the regional or macro-regional level, through consultation or joint policy frameworks, in particular where continuity of alternative fuel infrastructure coverage across national borders or construction of new infrastructure in the proximity of national borders is required. A coordination of these national policy frameworks and their coherence at EU level should be ensured by the Commission, following a periodic evaluation thereof.

Amendment

(6) Fragmentation of the internal market through uncoordinated market introduction of alternative fuels should be avoided. Coordinated policy frameworks of all Member States ***aimed at promoting alternative traction technologies*** should therefore provide the long-term security required for private and public investment into vehicle and fuel technology, and infrastructure build-up. Member States should therefore establish national policy frameworks outlining their objectives, targets, and supporting actions on the market development of alternative fuels, including the necessary infrastructure to be put into place. Member States should cooperate with other neighbouring Member States on the regional or macro-regional level, through consultation or joint policy frameworks, in particular where continuity of alternative fuel infrastructure coverage across national borders or construction of new infrastructure in the proximity of national borders is required. A coordination of these national policy frameworks and their coherence at EU level should be ensured by the Commission, following a periodic evaluation thereof.

Or. de

Amendment 87
Keith Taylor

Proposal for a directive
Recital 7

Text proposed by the Commission

(7) Only fuels included in the national policy frameworks should be eligible for Union and national support measures for

Amendment

deleted

alternative fuels infrastructure in order to focus public support on a co-ordinated internal market development towards Union-wide mobility using alternative fuels vehicles and vessels.

Or. en

Amendment 88
Petri Sarvamaa

Proposal for a directive
Recital 7

Text proposed by the Commission

(7) Only fuels **included** in the national policy frameworks should be eligible for Union and national support measures for alternative fuels infrastructure in order to focus public support on a co-ordinated internal market development towards Union-wide mobility using alternative fuels vehicles and vessels.

Amendment

(7) Only fuels **indicated** in the national policy frameworks should be eligible for Union and national support measures for alternative fuels infrastructure in order to focus public support on a co-ordinated internal market development towards Union-wide mobility using alternative fuels vehicles and vessels.

Or. en

Justification

Some fuels are yet to be developed and need support.

Amendment 89
Dominique Riquet, Dominique Vlasto, Michel Dantin

Proposal for a directive
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) In accordance with Regulation (EU) No .../2013 of the European Parliament and of the Council of ... establishing the Connecting Europe Facility¹, the

development of new technologies and innovation, in particular regarding the decarbonisation of transport, should be eligible for Union funding. The regulation also provides for additional funding to be granted to actions which exploit the synergies between at least two of the sectors covered by the regulation (transport, energy and telecommunications). Lastly, the regulation encourages the Commission to submit joint work programmes in an effort to take full advantage of possible synergies between those sectors. The funding should therefore make a full contribution to the deployment of alternative fuels infrastructure.

¹ OJ L ...

Or. fr

Amendment 90
Keith Taylor

Proposal for a directive
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) This Directive is not intended to place an additional financial burden on Member States or regional and local authorities, especially in a period of financial and economic crisis. Member States should be able to implement this Directive in a cost-neutral way as regards their national budgets, making use of a wide range of regulatory and non-regulatory incentives, in close cooperation with private-sector actors, who should play a leading role in supporting the development of alternative fuels infrastructure.

Amendment 91
Hannu Takkula

Proposal for a directive
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) This Directive is not intended to place any additional direct or indirect financial burden on Member States or local and regional authorities. Member States may implement this Directive in a cost-neutral way as regards their national budgets, making use of a wide range of regulatory and non-regulatory incentives, in close cooperation with private-sector actors, who should play a leading role in supporting the development of alternative fuels infrastructure.

Or. en

Amendment 92
Hubert Pirker

Proposal for a directive
Recital 8

Text proposed by the Commission

Amendment

(8) Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU.

(8) It is also vital to develop incentive schemes for the purchase of the corresponding vehicles in parallel with European and national support measures for the area-wide deployment of alternative fuels infrastructure. Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU.

Or. de

Justification

Investment incentives also need to be provided for retail customers in order to prevent stranded investments.

Amendment 93

Keith Taylor

Proposal for a directive

Recital 8

Text proposed by the Commission

(8) Support measures for alternative fuels **infrastructure shall** be implemented in compliance with the State aid rules contained in *TFEU*.

Amendment

(8) Support measures for alternative fuels **and their related infrastructure should** be implemented in compliance with the State aid rules contained in **the TFEU as well as with the "synergies approach" within the Regulation (EU) No .../2013 of the European Parliament and of the Council of ... establishing the Connecting Europe Facility¹. Direct or indirect funding by the Union or by the Member States should not be authorised.**

¹ OJ L ...

Or. en

Amendment 94

Izaskun Bilbao Barandica

Proposal for a directive

Recital 9

Text proposed by the Commission

(9) Biofuels are fuels produced from biomass, as defined in the Directive 2009/28/EC. Biofuels are currently the most **important** type of alternative fuels, accounting for 4.4% in EU transport. They can contribute to a substantial reduction in overall **CO₂** emissions, if they are

Amendment

(9) Biofuels are fuels produced from biomass, as defined in the Directive 2009/28/EC. Biofuels are currently the most **widespread** type of alternative fuels, accounting for 4.4% in EU transport. They can contribute to a substantial reduction in overall **CO₂** emissions, if they are produced

produced sustainably and do not cause indirect lands use change. They could provide clean power to all modes of transport. However, supply constraints and sustainability considerations may limit their use.

sustainably and do not cause indirect lands use change. They could provide clean power to all modes of transport. However, supply constraints and sustainability considerations may limit their use.

Or. en

Amendment 95

Michel Dantin, Dominique Vlasto

Proposal for a directive

Recital 9

Text proposed by the Commission

(9) Biofuels are fuels produced from biomass, as defined in the Directive 2009/28/EC. Biofuels are currently the most important type of alternative fuels, accounting for 4.4% in EU transport. They can contribute to a substantial reduction in overall CO2 emissions, if they are produced sustainably *and do not cause indirect lands use change*. They could provide clean power to all modes of transport. However, supply constraints and sustainability considerations may limit their use.

Amendment

(9) Biofuels are fuels produced from biomass, as defined in the Directive 2009/28/EC. Biofuels are currently the most important type of alternative fuels, accounting for 4.4% in Union transport. They can contribute to a substantial reduction in overall CO2 emissions, if they are produced sustainably. They could provide clean power to all modes of transport. However, supply constraints and sustainability considerations may limit their use.

Or. fr

Justification

There is no need to include a specific reference to 'indirect lands use change', given that 'produced sustainably' is already broad enough to cover this idea.

Amendment 96

Markus Pieper

Proposal for a directive

Recital 10

Text proposed by the Commission

(10) The lack of harmonised development of alternative fuels infrastructure across the Union prevents the development of economies of scale on the supply side and EU-wide mobility on the demand side. New infrastructure networks need to be built up, in particular for electricity, hydrogen, **and** natural gas (LNG and CNG).

Amendment

(10) The lack of harmonised development of alternative fuels infrastructure across the Union prevents the development of economies of scale on the supply side and EU-wide mobility on the demand side. New infrastructure networks need to be built up, in particular for electricity, hydrogen, natural gas (LNG and CNG) **and liquefied petroleum gas (LPG)**.

Or. de

Amendment 97

Keith Taylor

Proposal for a directive

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) A demand-centred strategy should be conceived in close cooperation with regional and local authorities and in particular with cities, as they are in the best position to meet the real needs of citizens and to accurately take into account local circumstances.

Or. en

Amendment 98

Dominique Vlasto, Christine De Veyrac, Michel Dantin, Dominique Riquet

Proposal for a directive

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) The deployment of alternative fuels infrastructure must be underpinned by a diversified and safe energy mix, which

prioritises decarbonised or low-carbon-emission solutions. In order to achieve the objectives of this directive, technological neutrality must be guaranteed and national action frameworks must take due account of the requirement to support the commercial development of alternative fuels that are of an appropriate quality and available in sufficient quantities.

Or. fr

Justification

The principle of technological neutrality needs to be upheld if the Union strategy for the deployment of alternative fuels infrastructure is to succeed. Under that principle, no solution should be favoured at the expense of any other. What is more, it is vital to ensure that the solutions chosen involve sufficient quantities of alternative fuels so as to make them commercially viable.

Amendment 99

Dominique Vlasto, Christine De Veyrac, Dominique Riquet

Proposal for a directive

Recital 10 b (new)

Text proposed by the Commission

Amendment

When drawing up their national action frameworks, Member States should take due account of the technological maturity of existing solutions in order to determine the priority choice of alternative fuel and the relevant delivery and distribution infrastructure. This balanced approach should also be used when evaluating real market needs and analysing the cost-effectiveness of the commercial development model chosen for each alternative fuel.

Or. fr

Justification

It is important to take account of both technological maturity and technical progress and research. Member States should also respond to market needs in order to ensure that the supply of alternative fuels matches user demand and is sufficiently cost-effective.

Amendment 100

Markus Pieper

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, ***at least twice the number of*** vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in apartment blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Amendment

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage – ***one to every four electric*** vehicles – and 10% of them publicly accessible, focusing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in apartment blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Or. de

Amendment 101

Phil Bennion

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in **apartment** blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Amendment

(11) Electricity is a clean fuel **at the point of use and is** particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in **apartment** blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Or. en

Amendment 102
Dieter-Lebrecht Koch

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) Electricity is a **clean** fuel **particularly** attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in

Amendment

(11) Electricity is a fuel attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban

particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in apartment blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in apartment blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Or. de

Amendment 103
Oldřich Vlasák

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should *ensure* that recharging points for electric vehicles are built up with sufficient coverage, *at least twice the number of vehicles, and 10% of them publicly accessible*, focussing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in *apartment* blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Amendment

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should *endeavour* that recharging points for electric vehicles are built up with sufficient coverage, *taking into consideration geographical and socioeconomic aspects and* focussing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in *apartment* blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Or. en

Amendment 104
Keith Taylor

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers *in urban agglomerations* which can contribute to improving air quality and reducing noise. *Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in apartment blocks, office and business locations.* Regulatory provisions should be set up by *public* authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Amendment

(11) Electricity *generated by renewable sources* is a clean fuel particularly attractive for *the* deployment *in urban agglomerations* of electric vehicles and electric two-wheelers, which can contribute to improving air quality and reducing noise. *The decision on how many charging stations and where they should be located should lie with the municipal authorities, who should endeavour to build up a network, covering a sufficiently large area, of recharging points for electric vehicles, in particular those used for collective/public transport (shared cars, taxis, minivans, buses, trams, trains, etc.), as well as electric bicycles, scooters and motorcycles.* Regulatory provisions should be set up by *regional and local* authorities, assisting citizens by ensuring that the appropriate infrastructure, with sufficient electric vehicle recharging points, is provided by the site developers and managers. *Local and regional authorities need to retain the flexibility to choose the technology that best suits their local and regional needs and priorities.*

Or. en

Amendment 105
Ismail Ertug

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations. ***Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in apartment blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.***

Amendment

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations ***and other densely populated areas such as suburbs***, which can contribute to improving air quality and reducing noise. Member States should ***press ahead with the implementation of ambitious CO2 limits for cars and furthermore*** ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations.

Or. de

Justification

Increasingly stringent CO2 limits for cars represent a key incentive for the construction of alternatively fuelled vehicles with low or zero CO2 emissions, such as electric vehicles. With regard to the installation of electric vehicle recharging points, the directive should concentrate on publicly accessible recharging points.

Amendment 106

Dominique Riquet, Dominique Vlasto, Michel Dantin

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban

Amendment

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban

agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in **apartment** blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

agglomerations, **peripheral population areas and the transport routes connecting them, and** which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations, **peripheral population areas and the transport routes connecting them.** Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in **apartment** blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Or. fr

Amendment 107
Bernadette Vergnaud

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points

Amendment

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations, **peripheral population areas and the transport routes connecting them, and** which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations,

in collective parking lots, such as in **apartment** blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

peripheral population areas and the transport routes connecting them. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in **apartment** blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Or. fr

Justification

In view of the range which electric vehicles currently offer users, and the fact that their range will only improve, these vehicles may be useful not only in urban areas but also for travelling to them from peripheral areas.

Amendment 108 **Luis de Grandes Pascual**

Proposal for a directive **Recital 11**

Text proposed by the Commission

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, **at least twice the number of vehicles**, and 10% of them publicly accessible, **focussing** in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in **apartment** blocks, office and business locations. Regulatory provisions should be

Amendment

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage and 10% of them publicly accessible, **focusing** in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in **apartment** blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting

set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Or. es

Amendment 109
Markus Ferber

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. *Member States* should *ensure* that recharging points for electric vehicles are built up with sufficient coverage, *at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations.* Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in apartment blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Amendment

(11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. *It* should *therefore be ensured* that recharging points for electric vehicles are built up with sufficient coverage. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in apartment blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Or. de

Amendment 110
Luis de Grandes Pascual

Proposal for a directive
Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) The rate at which electric vehicles are being sold needs to be taken into account when establishing how many recharging points need to be provided. Given the current fleet renewal rate and how difficult it is to come up with reliable forecasts for 2020, the situation with regard to recharging points for electric vehicles ought to be reviewed every two years on the basis of the fleet in circulation and projections for the following two years.

Or. es

Amendment 111
Izaskun Bilbao Barandica

Proposal for a directive
Recital 13

Text proposed by the Commission

Amendment

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. ***Therefore recharging points should use*** intelligent metering systems, ***and the price*** for electricity ***at a recharging point should be market based, so that*** flexible consumption (and storage) of electricity ***is promoted through dynamic pricing.***

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. Intelligent metering systems ***and market-based prices*** for electricity ***would improve dynamic pricing which could promote*** flexible consumption (and storage) of electricity.

Or. en

Amendment 112

Keith Taylor

Proposal for a directive

Recital 13

Text proposed by the Commission

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. Therefore recharging points should use intelligent metering systems, and the price for electricity at a recharging point should be *market based*, so that flexible consumption (and storage) of electricity is promoted through dynamic pricing.

Amendment

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. Therefore, recharging points should use intelligent metering systems *to ensure technology neutrality*, and the price for electricity at a recharging point should be *market-based*, so that flexible consumption (and storage) of electricity is promoted through dynamic pricing.

Or. en

Amendment 113

Dominique Riquet

Proposal for a directive

Recital 13

Text proposed by the Commission

(13) *Electric* vehicles *could* contribute to the stability of the electricity system by *recharging* their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. Therefore recharging points should *use* intelligent *metering* systems, *and the price for electricity at a recharging point should be market based*, so that flexible consumption (and storage) of electricity is promoted through dynamic pricing.

Amendment

(13) *The charging process for* electric vehicles *should* contribute to the stability of the electricity system by *making it possible for* their batteries *to be recharged* from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. *Periods of high demand on the local electricity distribution system can correspond to times when prices are low on the wholesale electricity market.* Therefore, *in the market consolidation phase,*

recharging points should ***be connected to intelligent charging systems, which regulate the power and duration of the charge, and linked up to intelligent metering systems,*** so that flexible consumption (and storage) of electricity is promoted through dynamic pricing ***and signals from the electricity distribution system operator.***

Or. fr

Amendment 114

Michel Dantin, Dominique Vlasto, Christine De Veyrac

Proposal for a directive

Recital 13

Text proposed by the Commission

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. Therefore recharging points should use intelligent ***metering*** systems, and the price for electricity at a recharging point should be market based, so that flexible consumption (and storage) of electricity is promoted through dynamic pricing.

Amendment

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. ***Periods of high demand on the local electricity distribution system are likely to coincide with times when prices are low on the wholesale electricity market.*** Therefore recharging points should use intelligent ***charging*** systems, ***which regulate the power and duration of the charge, and be linked up to intelligent metering systems,*** and the price for electricity at a recharging point should be market based, so that flexible consumption (and storage) of electricity is promoted through dynamic pricing ***and signals from the electricity distribution system operator.***

Or. fr

Justification

Other factors besides market price and general demand for electricity which determine when electric vehicles are recharged should be taken into account, in particular demand on the local distribution system in question. An intelligent system which makes it possible to regulate the power and duration of the charge would therefore be an effective solution.

Amendment 115 **Gesine Meissner**

Proposal for a directive **Recital 13**

Text proposed by the Commission

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. Therefore recharging points should use intelligent metering systems, and the price for electricity at a recharging point should be market based, so that flexible consumption (and storage) of electricity *is* promoted through dynamic pricing.

Amendment

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. Therefore recharging points should use intelligent metering systems, and the price for electricity at a recharging point should be market based, so that flexible consumption (and storage) of electricity *can be* promoted through dynamic pricing.

Or. en

Justification

Consumer should have the choice to opt for dynamic prices or any other pricing model the electricity provider may offer.

Amendment 116 **Luis de Grandes Pascual**

Proposal for a directive **Recital 13**

Text proposed by the Commission

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand **and feeding power from the batteries back into the grid at times of high general electricity demand. Therefore** recharging points should use intelligent metering systems, **and** the price **for** electricity at a recharging point should be market based, so that flexible consumption (and storage) of electricity is promoted through dynamic pricing.

Amendment

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand. **So as to exploit their potential based on the current state of the art with regard to battery production, private** recharging points should **not** use intelligent metering systems, **which would only make the deployment of this technology more expensive.** The price **of** electricity at a recharging point should be market based, so that flexible consumption (and storage) of electricity is promoted through dynamic pricing.

Or. es

Amendment 117

Luis de Grandes Pascual

Proposal for a directive

Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Infrastructure for alternative fuels must be established in a way that ensures compliance with energy and climate change targets, particularly as regards security of supply, price competitiveness and greenhouse gas reductions. The promotion of alternative fuels, and especially of electric and hybrid vehicles, must be such that it reduces dependence on foreign energy and leads to a cut in emissions given that electricity is generated from emission-free or low-emissions sources.

Or. es

Amendment 118

Michel Dantin, Dominique Vlasto, Christine De Veyrac

Proposal for a directive

Recital 14

Text proposed by the Commission

(14) With respect to recharging points for electric vehicles which are not publicly accessible, Member States should ensure **consistency and aim to maximise** synergies with intelligent meter roll-out plans following the obligation under Annex I.2 of Directive 2009/72/EC of the European Parliament and of the Council of 13 July 2009 concerning common rules for the internal market in electricity and repealing Directive 2003/54/EC. **Publicly** accessible recharging points **are currently not** part of the regulated activities of a distribution system operator as defined in Chapter VI of Directive 2009/72/EC.

Amendment

(14) With respect to recharging points for electric vehicles which are not publicly accessible, Member States should ensure, **by means of intelligent control systems, that they contribute to the stability of the electricity system and are economically efficient, using existing solutions and possible** synergies with intelligent meter roll-out plans following the obligation under Annex I.2 of Directive 2009/72/EC of the European Parliament and of the Council of 13 July 2009 concerning common rules for the internal market in electricity and repealing Directive 2003/54/EC. **Member States may choose whether or not to make publicly** accessible recharging points part of the regulated activities of a distribution system operator as defined in Chapter VI of Directive 2009/72/EC.

Or. fr

Amendment 119

Keith Taylor

Proposal for a directive

Recital 15

Text proposed by the Commission

(15) **The Commission delivered** in 2010 **a Mandate (M468)** to the European Standardisation Organisations (ESOs) **in order** to issue new standards or review the existing ones with the aim of ensuring **the** interoperability and connectivity between the electricity supply point and the charger

Amendment

(15) In 2010 **the Commission delivered** to the European Standardisation Organisations (ESOs) **a Mandate (M468)** to issue new standards or review the existing ones with the aim of ensuring interoperability and connectivity between the electricity supply point and the charger

of electric vehicles. CEN/CENELEC set up a Focus Group which published a report in October 2011. *Whereas* the report contains a number of recommendations, no consensus was found to select one standard interface. Therefore, further policy action is needed in order to provide a non-proprietary solution ensuring interoperability across the *EU*.

of electric vehicles. CEN/CENELEC set up a Focus Group which published a report in October 2011. *Although* the report contains a number of recommendations, no consensus was found to select one standard interface. Therefore, further policy action is needed in order to provide a non-proprietary solution ensuring interoperability across the *Union and beyond*.

Or. en

Amendment 120
Markus Ferber

Proposal for a directive
Recital 15

Text proposed by the Commission

(15) The Commission delivered in 2010 a Mandate (M468) to the European Standardisation Organisations (ESOs) in order to issue new standards or review the existing ones with the aim of ensuring *the* interoperability and connectivity between the electricity supply point and the charger of electric vehicles. CEN/CENELEC set up a Focus Group which published a report in October 2011. Whereas the report contains a number of recommendations, no consensus was found to select one standard interface. Therefore, further policy action is needed in order to provide a non-proprietary solution ensuring interoperability across the EU.

Amendment

(15) The Commission delivered in 2010 a Mandate (M468) to the European Standardisation Organisations (ESOs) in order to issue new standards or review the existing ones with the aim of ensuring *Europe-wide* interoperability and connectivity between the electricity supply point and the charger of electric vehicles. CEN/CENELEC set up a Focus Group which published a report in October 2011. Whereas the report contains a number of recommendations, no consensus was found to select one standard interface. Therefore, further policy action is needed in order to provide a non-proprietary solution ensuring interoperability across the EU.

Or. de

Amendment 121
Markus Ferber

Proposal for a directive
Recital 15

Text proposed by the Commission

(15) The Commission delivered in 2010 a Mandate (M468) to the European Standardisation Organisations (ESOs) in order to issue new standards or review the existing ones with the aim of ensuring the interoperability and connectivity between the electricity supply point and the charger of electric vehicles. CEN/CENELEC set up a Focus Group which published a report in October 2011. Whereas the report contains a number of recommendations, no consensus was found to select one standard interface. Therefore, further policy action is needed in order to provide a non-proprietary solution ensuring interoperability across the EU.

Amendment

(15) The Commission delivered in 2010 a Mandate (M468) to the European Standardisation Organisations (ESOs) in order to issue new standards or review the existing ones with the aim of ensuring the interoperability and connectivity between the electricity supply point and the charger of electric vehicles. CEN/CENELEC set up a Focus Group which published a report in October 2011. Whereas the report contains a number of recommendations, no consensus was found to select one standard interface. Therefore, further policy action is needed in order to provide a non-proprietary solution ensuring interoperability across the EU. ***The EU should also ensure that common technical standards are established in the electric car market and work towards global harmonisation of technical standards for charging infrastructure for electric vehicles.***

Or. de

Amendment 122
Dominique Riquet, Dominique Vlasto, Michel Dantin

Proposal for a directive
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) Member States which have already invested in the development of standardised technologies for normal and fast recharging points should not be penalised. As a result, an appropriate transitional period should be introduced for the purposes of adapting to the new standards and provision should be made

for maintaining additional safety requirements.

Or. fr

Amendment 123

Keith Taylor

Proposal for a directive

Recital 16

Text proposed by the Commission

(16) Shore-side electricity facilities can serve maritime and inland waterway transport as clean power supply, in particular in maritime and inland navigation ports where air quality *or* noise levels are poor.

Amendment

(16) Shore-side electricity facilities can serve maritime and inland waterway transport as clean power supply, in particular in maritime and inland navigation ports where air quality *and* noise levels are poor. ***Furthermore, the provision of clean power supply at airports (for use in stationary airplanes as well as for mobile equipment at airports) can reduce kerosene consumption, improve air quality, reduce climate change impact and noise.***

Or. en

Amendment 124

Dominique Vlasto, Christine De Veyrac

Proposal for a directive

Recital 17

Text proposed by the Commission

(17) Hydrogen vehicles, including hydrogen powered two-wheelers, have at present very low market penetration rates ***but a build-up of sufficient*** hydrogen refuelling infrastructure ***is essential to enable larger-scale hydrogen vehicle deployment.***

Amendment

(17) Hydrogen vehicles, including hydrogen powered two-wheelers, have at present very low market penetration rates. ***Before building up sustainable*** hydrogen refuelling infrastructure, ***research and development should be encouraged in an effort to ensure that hydrogen is a cost-effective alternative fuel in sufficient***

supply for a sufficient number of hydrogen-powered vehicles.

Or. fr

Justification

Hydrogen vehicles are environmentally friendly and have a big range. However, sophisticated and very expensive infrastructure is required to support them, and the economic viability of such a system cannot currently be proved. Research and development should therefore continue in order to find a sustainable and viable solution, rather than burdening Member States with impossible requirements. Cost-effectiveness is a good indicator for determining how to best to deploy the appropriate infrastructure.

Amendment 125

Dominique Vlasto, Christine De Veyrac

Proposal for a directive

Recital 18

Text proposed by the Commission

Amendment

(18) Member States should ensure that publicly accessible infrastructure for the supply of hydrogen to motor vehicles is built up, with distances between refuelling points for motor vehicles allowing area covering circulation of hydrogen vehicles within the national territory, as well as a certain number of refuelling points located in urban agglomerations. This would allow hydrogen vehicles to circulate Union-wide.

deleted

Or. fr

Amendment 126

Izaskun Bilbao Barandica

Proposal for a directive

Recital 18

Text proposed by the Commission

(18) Member States should ensure that publicly accessible infrastructure for the supply of hydrogen to motor vehicles is built up, with distances between refuelling points for motor vehicles allowing area covering circulation of hydrogen vehicles within the national territory, as well as a certain number of refuelling points located in urban agglomerations. This would allow hydrogen vehicles to circulate Union-wide.

Amendment

(18) Member States, *in close cooperation with regional and local authorities and with the industry concerned*, should ensure that publicly accessible infrastructure for the supply of hydrogen to motor vehicles is built up, with distances between refuelling points for motor vehicles allowing area covering circulation of hydrogen vehicles within the national territory, as well as a certain number of refuelling points located in urban agglomerations. This would allow hydrogen vehicles to circulate Union-wide.

Or. es

Amendment 127

Phil Bennion

Proposal for a directive

Recital 18

Text proposed by the Commission

(18) Member States should ensure that publicly accessible infrastructure for the supply of hydrogen to motor vehicles is built up, with distances between refuelling points for motor vehicles allowing area covering circulation of hydrogen vehicles within the national territory, as well as a certain number of refuelling points located in urban agglomerations. This would allow hydrogen vehicles to circulate Union-wide.

Amendment

(18) Member States should ensure that publicly accessible infrastructure for the supply of hydrogen to motor vehicles is built up *as the technology matures*, with distances between refuelling points for motor vehicles allowing area covering circulation of hydrogen vehicles within the national territory, as well as a certain number of refuelling points located in urban agglomerations. This would allow hydrogen vehicles to circulate Union-wide.

Or. en

Amendment 128

Keith Taylor

Proposal for a directive
Recital 18

Text proposed by the Commission

(18) Member States should **ensure that** publicly accessible infrastructure for the supply of hydrogen to motor vehicles **is built up**, with distances between refuelling points for motor vehicles allowing **area covering circulation of hydrogen vehicles** within the national territory, as well as a certain number of refuelling points located in urban agglomerations. **This would allow hydrogen vehicles to circulate Union-wide.**

Amendment

(18) Member States should **encourage the build-up of** publicly accessible infrastructure for the supply of hydrogen to motor vehicles, with distances between refuelling points for motor vehicles allowing **hydrogen vehicles to circulate throughout a sufficient area** within the national territory, as well as a certain number of refuelling points located in urban agglomerations.

Or. en

Amendment 129
Izaskun Bilbao Barandica

Proposal for a directive
Recital 20

Text proposed by the Commission

(20) Member States should ensure that publicly accessible infrastructure for the supply of gaseous Compressed Natural Gas (CNG) to motor vehicles is built up, with distances between refuelling points allowing area covering circulation of CNG vehicles across the Union, as well as **a certain** number of refuelling points **located in urban agglomerations.**

Amendment

(20) Member States, **in close cooperation with regional and local authorities and with the industry concerned**, should ensure that publicly accessible infrastructure for the supply of gaseous Compressed Natural Gas (CNG) to motor vehicles is built up, with distances between refuelling points allowing area covering circulation of CNG vehicles across the Union, as well as **guarantee a minimum** number of refuelling points **in cities with more than a determinate number of population.**

Or. en

Amendment 130

Keith Taylor

Proposal for a directive

Recital 20

Text proposed by the Commission

(20) Member States should **ensure that** publicly accessible infrastructure for the supply of gaseous Compressed Natural Gas (CNG) to motor vehicles **is built up**, with distances between refuelling points allowing **area covering circulation of CNG vehicles across** the Union, as well as a certain number of refuelling points located in urban agglomerations.

Amendment

(20) Member States should **encourage the build-up of** publicly accessible infrastructure for the supply of gaseous Compressed Natural Gas (CNG) to motor vehicles, with distances between refuelling points allowing **CNG vehicles to circulate within a sufficient area within** the Union, as well as a certain number of refuelling points located in urban agglomerations.

Or. en

Amendment 131

Dominique Vlasto, Christine De Veyrac, Michel Dantin

Proposal for a directive

Recital 20

Text proposed by the Commission

(20) Member States should ensure that publicly accessible infrastructure for the supply of gaseous Compressed Natural Gas (CNG) to motor vehicles is built up, **with distances between refuelling points allowing area covering circulation of CNG vehicles across the Union, as well as a certain number of refuelling points located in urban agglomerations.**

Amendment

(20) Member States should ensure, **in close cooperation with regional and local authorities and the sector concerned, and depending on technical feasibility and cost-effectiveness,** that **sufficient and** publicly accessible infrastructure for the supply of gaseous Compressed Natural Gas (CNG) to motor vehicles is built up.

Or. fr

Justification

The close link between production and distribution of CNG in the Member States points to the need to take account of technical feasibility and cost-effectiveness when determining the arrangements and time frame for building up sufficient, sustainable and economically viable

infrastructure for the supply of CNG. It would be unrealistic to set excessively stringent requirements, given that some countries do not have the necessary resources and that demand is low and concentrated in urban captive fleets.

Amendment 132
Dieter-Lebrecht Koch

Proposal for a directive
Recital 20 a (new)

Text proposed by the Commission

Amendment

(20a) Natural gas extraction in the European Union must comply with uniformly high Europe-wide standards of safety and environmental and health protection.

Or. de

Amendment 133
Petri Sarvamaa

Proposal for a directive
Recital 21

Text proposed by the Commission

Amendment

(21) Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in maritime fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of **2020**. The initial focus on the core network should not rule out that in the

(21) Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in maritime fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of **2030**. The initial focus on the core network should not rule out that in the

longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations (fishing vessels, offshore service vessels etc.).

longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations (fishing vessels, offshore service vessels etc.).

Or. en

Amendment 134
Brian Simpson

Proposal for a directive
Recital 21

Text proposed by the Commission

(21) Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in maritime fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of 2020. The initial focus on the core network should not rule out that in the longer perspective LNG *is* also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations (fishing vessels, offshore service vessels etc.).

Amendment

(21) Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in maritime fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG ***and other alternative fuel*** refuelling points for maritime and inland waterway vessels should be available at least by the end of 2020. The initial focus on the core network should not rule out that in the longer perspective LNG ***and other alternative fuels are*** also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations (fishing vessels, offshore service vessels etc.). ***Another attractive alternative marine fuel is methanol, not the least for existing vessels. This fuel should also be considered as a viable way to comply with the stricter sulphur content requirements***

as of 2015.

Or. en

Justification

The potential for methanol as an alternative fuel, particularly for maritime transport, should be recognised. It will also help in achieving the targets for complying with stricter limits for the sulphur content of marine fuels.

Amendment 135

Dominique Vlasto, Christine De Veyrac, Michel Dantin, Dominique Riquet

Proposal for a directive

Recital 21

Text proposed by the Commission

(21) Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in maritime fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of **2020**. The initial focus on the core network should not rule out that in the longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations (fishing vessels, offshore service vessels etc.).

Amendment

(21) Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in maritime fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of **2030**. ***LNG should be used alongside other fuels, such as low-sulphur-content distillates or fuels with a high sulphur content used by vessels equipped with a scrubber, in an effort to ensure that the aforementioned requirements are met.*** The initial focus on the core network should not rule out that in the longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations (fishing vessels, offshore

service vessels etc.).

Or. fr

Justification

The timetable for guaranteeing compliance with emissions targets in the maritime transport sector is very strict. LNG should therefore be seen as an essential and additional means of achieving EU and international objectives (alongside fuels with a low sulphur content, scrubber equipment, etc.). The strategy for the deployment for LNG infrastructure in ports should take account of these requirements.

Amendment 136
Izaskun Bilbao Barandica

Proposal for a directive
Recital 22

Text proposed by the Commission

(22) LNG ***might also offer a cost-efficient technology*** for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards.

Amendment

(22) LNG ***is also an attractive fuel*** for heavy duty vehicles, ***enabling them*** to meet the stringent pollutant emission limits of Euro VI standards.

Or. en

Amendment 137
Petri Sarvamaa

Proposal for a directive
Recital 22

Text proposed by the Commission

(22) LNG might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards.

Amendment

(22) LNG ***and liquefied biomethane*** might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards.

Or. en

Amendment 138
Inés Ayala Sender

Proposal for a directive
Recital 23

Text proposed by the Commission

(23) The core network established in the Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network should be the basis for the deployment of LNG infrastructure as it covers the main traffic flows and allows for network benefits.

Amendment

(Does not affect the English version.)

Or. es

Justification

(Does not affect the English version.)

Amendment 139
Carlo Fidanza

Proposal for a directive
Recital 24 a (new)

Text proposed by the Commission

Amendment

(24a) With a view to monitoring impact and collecting best practice in order to develop the right incentives, Member States, in collaboration with regions and cities, should establish a coordinated and harmonised data collection framework that will include existing monitoring activities like the Clean Vehicle Portal, European Electro-mobility Observatory, etc.

Or. en

Amendment 140
Dieter-Lebrecht Koch

Proposal for a directive
Recital 24 a (new)

Text proposed by the Commission

Amendment

(24a) With a view to an intelligent transport system (ITS), the deployment of alternative fuels infrastructure should go hand-in-hand with the deployment of intelligent information systems that will provide users with key information on availability, for example, as well as all the other information necessary for unrestricted mobility.

Or. de

Amendment 141
Keith Taylor

Proposal for a directive
Recital 24 a (new)

Text proposed by the Commission

Amendment

(24a) With a view to increasing consumer awareness about the alternative fuels covered by this Directive, the Commission and relevant stakeholders should examine ways of providing consumers with information at the refuelling/recharging points allowing comparison of the price, energy content and climate effects linked to the different fuels.

Or. en

Amendment 142
Markus Pieper

Proposal for a directive
Recital 25

Text proposed by the Commission

(25) In order to ensure adaptation of the provisions of this Directive to market development and technical progress, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of the ***portfolio of alternative fuels, the infrastructure characteristics and the adequate coverage as well as the standards for the fuels.*** It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level.

Amendment

(25) In order to ensure adaptation of the provisions of this Directive to market development and technical progress, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of the infrastructure characteristics and the adequate coverage as well as the standards for the fuels. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level.

Or. de

Amendment 143
Markus Ferber

Proposal for a directive
Recital 25

Text proposed by the Commission

(25) In order to ensure adaptation of the provisions of this Directive to market development and technical progress, the ***power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the*** Commission in respect of the portfolio of alternative fuels, the infrastructure characteristics and the adequate coverage as well as the standards for the fuels. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level.

Amendment

(25) In order to ensure adaptation of the provisions of this Directive to market development and technical progress, the Commission ***should submit a review of this directive by 2020*** in respect of the portfolio of alternative fuels, the infrastructure characteristics and the adequate coverage as well as the standards for the fuels. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level.

Amendment 144
Petri Sarvamaa

Proposal for a directive
Recital 26

Text proposed by the Commission

(26) Technical specifications for interoperability of recharging and refuelling points should be specified in European standards which are fully compatible with relevant international standards. Lack of European standards prevents giving detailed references to some required specifications. Thus the Commission should ask European standardisation organisations to publish such European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council on European Standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Decision 87/95/EEC and Decision No 1673/2006/EC, and those standards should be based on current international standards or on-going international standardisation work, where applicable. Where international standards are already available, technical specifications contained in them should be used as an intermediate solution, pending the adoption of European standards. For standards not yet published, the work will be based on: (i) ‘Configuration FF, IEC 62196-3:CDV 2012’ for fast DC electric recharging points for motor vehicles, (ii) ISO TC67/WG10 for LNG refuelling points for waterborne vessels iii) the work

Amendment

(26) Technical specifications for interoperability of recharging and refuelling points should be specified in European standards which are fully compatible with relevant international standards. Lack of European standards prevents giving detailed references to some required specifications. Thus the Commission should ask European standardisation organisations to publish such European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council on European Standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Decision 87/95/EEC and Decision No 1673/2006/EC, and those standards should be based on current international standards or on-going international standardisation work, where applicable. Where international standards are already available, technical specifications contained in them should be used as an intermediate solution, pending the adoption of European standards. For standards not yet published, the work will be based on: (i) ‘Configuration FF, IEC 62196-3:CDV 2012’ for fast DC electric recharging points for motor vehicles, (ii) ISO TC67/WG10 for LNG refuelling points for waterborne vessels iii) the work

of ISO/TC 252 for CNG and L-CNG refuelling for motor vehicles. The Commission should be empowered to adapt the references to technical specifications given in European standards through delegated acts.

of ISO/TC 252 for CNG and L-CNG refuelling for motor vehicles *and the work of CEN/TC19 on higher biocontent fuel standards and jetfuels*. The Commission should be empowered to adapt the references to technical specifications given in European standards through delegated acts.

Or. en

Amendment 145
Gesine Meissner

Proposal for a directive
Recital 26

Text proposed by the Commission

(26) Technical specifications for interoperability of recharging and refuelling points should be specified in European standards which are fully compatible with relevant international standards. Lack of European standards prevents giving detailed references to some required specifications. Thus the Commission should ask European standardisation organisations to publish such European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council on European Standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Decision 87/95/EEC and Decision No 1673/2006/EC, and those standards should be based on current international standards or on-going international standardisation work, where applicable. Where international standards are already available, technical

Amendment

(26) Technical specifications for interoperability of recharging and refuelling points should be specified in European standards which are fully compatible with relevant international standards. Lack of European standards prevents giving detailed references to some required specifications. Thus the Commission should ask European standardisation organisations to publish such European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council on European Standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Decision 87/95/EEC and Decision No 1673/2006/EC, and those standards should be based on current international standards or on-going international standardisation work, where applicable. Where international standards are already available, technical

specifications contained in them should be used as an intermediate solution, pending the adoption of European standards. For standards not yet published, the work will be based on: (i) ‘Configuration FF, IEC 62196-3:CDV 2012’ for fast DC electric recharging points for motor vehicles, (ii) ISO TC67/WG10 for LNG refuelling points for waterborne vessels iii) the work of ISO/TC 252 for CNG and L-CNG refuelling for motor vehicles. The Commission should be empowered to adapt the references to technical specifications given in European standards through delegated acts.

specifications contained in them should be used as an intermediate solution, pending the adoption of European standards. For standards not yet published, the work will be based on: (i) ‘Configuration FF, IEC 62196-3:CDV 2012’ for fast DC electric recharging points for motor vehicles, (ii) ISO TC67/WG10 for LNG refuelling points for waterborne vessels iii) the work of ISO/TC 252 for CNG and L-CNG refuelling for motor vehicles. The Commission should be empowered to adapt the references to technical specifications given in European standards through delegated acts. ***This should be without prejudice to legislation in place regarding the rail sector which is governed by legally binding technical specifications for interoperability as provided for in Directive 2008/57/EC of the European Parliament and of the Council¹.***

¹***Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (Recast) (OJ L 191, 18.7.2008, p. 1–45)***

Or. en

Amendment 146 **Ismail Ertug**

Proposal for a directive **Article 1**

Text proposed by the Commission

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to break the oil dependence of transport and sets out minimum requirements on alternative fuels

Amendment

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to break the oil dependence of transport and ***achieve the objective of the Commission White Paper of 28 March***

infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen..

2011 'Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System', namely a 60% reduction in greenhouse gas emissions from transport by 2050, measured against the 1990 level. It sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen.

Or. de

Justification

Alternative fuels are of vital importance in achieving ambitious climate protection targets.

Amendment 147 Dieter-Lebrecht Koch

Proposal for a directive Article 1

Text proposed by the Commission

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to break the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen.

Amendment

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to break the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen. ***Its implementation takes particular account of the requirements as regards refuelling buses and lorries with alternative fuels. By setting standards and specifications in related areas, it is also designed to allow room for manoeuvre for new innovative solutions arising from fresh technical***

developments in the field of alternative fuels and their supply infrastructure.

Or. de

Amendment 148
Gilles Pargneaux

Proposal for a directive
Article 1

Text proposed by the Commission

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to **break** the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen.

Amendment

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to **reduce** the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen.

Or. fr

Justification

The alternative fuels listed in the proposal for a directive have levels of carbon emissions which are comparable to those of diesel or petrol. It therefore appears inappropriate to describe them as having the capacity to 'break the oil dependence'.

Amendment 149
Keith Taylor

Proposal for a directive
Article 1

Text proposed by the Commission

This Directive **establishes a common framework of measures for the deployment of alternative fuels**

Amendment

This Directive **seeks to achieve the dual objective of ending the dependence of transport on oil and attaining a 60% cut**

infrastructure in the Union in order to break the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen.

in greenhouse gas emissions in the transport sector by 2050. It establishes a joint framework for measures to facilitate the deployment of alternative fuel infrastructures throughout the Union and sets out common technical specifications regarding the build-up of alternative fuels infrastructure, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen.

Or. en

Amendment 150
Hannu Takkula

Proposal for a directive
Article 1

Text proposed by the Commission

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to break the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen.

Amendment

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to break the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen. ***The Directive also establishes measures through national policy frameworks which will help promote fungible fuels that do not require new infrastructure.***

Or. en

Justification

The fundamental aim of this Directive is to promote alternative fuels that will help substitute the current oil-based fuels. In this case, although much of the Directive deals with the required infrastructure for some identified types of alternative fuels, it should also use this

opportunity to ensure that the national policy frameworks promote alternative fuels that do not require infrastructure – also known as fungible or drop-in fuels. Drop-in fuels do not require new infrastructure and can be immediately used in current infrastructure and vehicles, delivering benefits for sustainable mobility cost-effectively. The Directive should not lead to a situation where drop-in fuels are discriminated despite their obvious benefits and specific benefits for the automotive sector.

Amendment 151

Brian Simpson

Proposal for a directive

Article 1

Text proposed by the Commission

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to break the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen.

Amendment

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to break the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG), *methanol* and hydrogen.

Or. en

Justification

It is important that methanol be recognised as a viable alternative fuel as it is also an attractive fuel alternative, particularly in maritime transport.

Amendment 152

Gesine Meissner

Proposal for a directive

Article 1

Text proposed by the Commission

This Directive establishes a common framework of measures for the deployment

Amendment

This Directive establishes a common framework of measures for the deployment

of alternative fuels infrastructure in the Union in order to break the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen.

of alternative fuels infrastructure in the Union in order to break the oil dependence of transport and sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen, ***while acknowledging the different stages of development for each technology and related infrastructures, including the maturity of business models for private investors and the availability and customer acceptance of products. Population density and geographical characteristics should be furthermore taken into account when defining minimum infrastructure targets.***

Or. en

Justification

All alternative fuels are relevant, but the commercialisation stage, including deployment of infrastructure, product availability and costs, has an impact on customer acceptance. Therefore the deadlines for meeting minimum infrastructure requirements may be decoupled for the three technologies concerned. Smart infrastructure planning should prevent Member States from installing refuelling/recharging points in e.g. sparsely populated or mountainous regions.

Amendment 153 Gilles Pargneaux

Proposal for a directive Article 2 – point 1 – introductory part

Text proposed by the Commission

1) 'Alternative fuels' mean fuels which ***substitute*** fossil oil sources in the energy supply to transport and which have a potential to contribute to its decarbonisation. They include:

Amendment

1) 'Alternative fuels' mean fuels ***or sources of energy*** which ***reduce the use of traditional*** fossil oil sources in the energy supply to transport and which have a potential to contribute to its decarbonisation. They include:

Justification

The alternative fuels listed in the proposal for a directive have levels of carbon emissions which are comparable to those of diesel or petrol. It therefore appears somewhat inappropriate to describe them as having the capacity to 'break the oil dependence'.

Amendment 154

Keith Taylor

Proposal for a directive

Article 2 – point 1 – introductory part

Text proposed by the Commission

(1) 'Alternative fuels' mean fuels which *substitute fossil oil sources in the energy supply to transport and which have a potential to contribute to its decarbonisation*. They include:

Amendment

(1) 'Alternative fuels' mean fuels which *serve as a substitute for oil and its derivatives in the supply of energy to transport*. They include:

Or. en

Amendment 155

Silvia-Adriana Țicău

Proposal for a directive

Article 2 – point 1 – introductory part

Text proposed by the Commission

(1) 'Alternative fuels' mean fuels which substitute fossil oil sources in the energy supply to transport and which have a potential to contribute to its decarbonisation. They include:

Amendment

(1) 'Alternative fuels' mean fuels which substitute fossil oil sources in the energy supply to transport and which have a potential to contribute to its decarbonisation. They include, *by way of example*:

Or. ro

Amendment 156

Inés Ayala Sender

Proposal for a directive
Article 2 – point 1 – introductory part

Text proposed by the Commission

(1) ‘Alternative fuels’ mean fuels which **substitute** fossil **oil sources in the** energy supply **to** transport and which have a potential to contribute to its decarbonisation. They include:

Amendment

(1) ‘Alternative fuels’ mean fuels which **replace** fossil **fuels as an** energy supply **for** transport and which have a potential to contribute to its decarbonisation **and to limit air pollution stemming from transport**. They include:

Or. es

Justification

One of the main advantages that alternative fuels have over oil is that they produce less air pollution because they emit fewer particles, especially in urban areas. This positive point needs to be emphasised in the definition so that the Member States take it into account when drawing up their national policies. It also needs to be made clear that the list of fuels is not an exhaustive one, and that other alternative fuels could be included in future.

Amendment 157
Keith Taylor

Proposal for a directive
Article 2 – point 1 – indent 1

Text proposed by the Commission

– electricity,

Amendment

– electricity **from renewable energy sources as defined in Directive 2009/28/EC of the European Parliament and of the Council¹**,

¹**Directive 2009/28/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of the use of energy from renewable sources and amending and subsequently repealing Directives 2001/77/EC and 2003/30/EC (OJ L 140, 5.6.2009, p. 16–62)**

Amendment 158
Keith Taylor

Proposal for a directive
Article 2 – point 1 – indent 2

Text proposed by the Commission

– hydrogen,

Amendment

– hydrogen *from renewable energy sources as defined in Directive 2009/28/EC of the European Parliament and of the Council*¹,

¹*Directive 2009/28/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of the use of energy from renewable sources and amending and subsequently repealing Directives 2001/77/EC and 2003/30/EC (OJ L 140, 5.6.2009, p. 16–62)*

Amendment 159
Keith Taylor

Proposal for a directive
Article 2 – point 1 – indent 3

Text proposed by the Commission

– biofuels as defined in Directive 2009/28/EC of the European Parliament and the Council,

Amendment

– *advanced* biofuels *produced from waste and residues* as defined in Directive/.../EC of the European Parliament and of the Council *amending Directive 98/70/EC relating to the quality of petrol and diesel fuels and amending Directive 2009/28/EC on the promotion of the use of energy from renewable sources,*

Amendment 160
Brian Simpson

Proposal for a directive
Article 2 – point 1 – indent 3 a (new)

Text proposed by the Commission

Amendment

- methyl and ethyl alcohol (methanol and ethanol),

Justification

It is important that methanol be recognised as a viable alternative fuel as it is also an attractive fuel alternative, particularly in maritime transport.

Amendment 161
Hannu Takkula

Proposal for a directive
Article 2 – point 1 – indent 4

Text proposed by the Commission

Amendment

– synthetic fuels,

– synthetic **and paraffinic** fuels,

Justification

The terminology in the directive should be precise to avoid any misinterpretations. Renewable fuels should be mentioned since there are alternative fuel options that are not considered under the term biofuels because of their non-biologic origin.

Amendment 162
Gesine Meissner

Proposal for a directive
Article 2 – paragraph 1 – point 1 – indent 4

Text proposed by the Commission

– synthetic fuels,

Amendment

– synthetic *and paraffinic* fuels,

Or. en

Justification

As there have been recent developments on the definition of technical standards, the most accurate term would now be “paraffinic fuels”. However, there are still some fuels which fall under the term “synthetic fuels”.

Amendment 163
Inés Ayala Sender

Proposal for a directive
Article 2 – point 1 – indent 4

Text proposed by the Commission

– synthetic fuels,

Amendment

– synthetic fuels, *including DME and paraffinic fuels*

Or. en

Justification

Reference ought to be made to the existence of these new fuels that cut the level of particle emissions and can be made using biomass, gas or waste, or in other ways. DME is a fuel that has already been made available on the market. These alternative fuels require no new infrastructure. They may also be an alternative to oil, especially in heavy-duty vehicles, and are prospective subjects for national strategies.

Amendment 164
Hannu Takkula

Proposal for a directive
Article 2 – point 1 – indent 4 a (new)

Text proposed by the Commission

Amendment

- renewable fuels,

Or. en

Justification

The terminology in the directive should be precise to avoid any misinterpretations. Renewable fuels should be mentioned since there are alternative fuel options that are not considered under the term biofuels because of their non-biologic origin.

Amendment 165
Keith Taylor

Proposal for a directive
Article 2 – point 1 – indent 5

Text proposed by the Commission

Amendment

– natural gas, including biomethane, in gaseous form (Compressed Natural Gas – CNG) and liquefied form (Liquefied Natural Gas - LNG), and

– **conventional** natural gas, including biomethane, in gaseous form (Compressed Natural Gas – CNG) and liquefied form (Liquefied Natural Gas - LNG), and

Or. en

Amendment 166
Keith Taylor

Proposal for a directive
Article 2 – point 1 – indent 6

Text proposed by the Commission

Amendment

– Liquefied Petroleum Gas (LPG).

– **conventional** Liquefied Petroleum Gas (LPG).

Or. en

Amendment 167
Marian-Jean Marinescu

Proposal for a directive
Article 2 – point 2

Text proposed by the Commission

2) "Recharging point" means a **slow** recharging point or a fast recharging point or an installation for the physical exchange of a battery of an electric vehicle.

Amendment

2) "Recharging point" means a **normal** recharging point or a fast recharging point or an installation for the physical exchange of a battery of an electric vehicle.

Or. fr

Amendment 168
Vilja Savisaar-Toomast

Proposal for a directive
Article 2 – point 2 a (new)

Text proposed by the Commission

Amendment

(2a) "Recharging station" is an installation comprising one or more recharging points.

Or. en

Justification

Missing definition that is necessary to distinguish an installation with several recharging points (i.e. "plugs") from the actual plug itself, especially relevant for public charging infrastructure that has the aim to service many electric vehicles. There are already such recharging stations on the market that allow for recharging of more than one vehicle at a time (e.g. one connector for slow and one for quick recharging).

Amendment 169
Carlo Fidanza

Proposal for a directive
Article 2 – point 3

Text proposed by the Commission

(3) '**Slow** recharging point' means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of less than or equal to **22** kW.

Amendment

(3) '**Normal** recharging point' means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of less than or equal to **3.7** kW.

Or. en

Amendment 170
Gilles Pargneaux

Proposal for a directive
Article 2 – point 3

Text proposed by the Commission

3) "**Slow** recharging point" means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of less than or equal to 22 kW.

Amendment

3) "**Normal** recharging point" means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of less than or equal to 22 kW.

Or. fr

Justification

Employing the term 'normal' rather than 'slow' will give users a better impression.

Amendment 171
Marian-Jean Marinescu

Proposal for a directive
Article 2 – point 3

Text proposed by the Commission

3) "**Slow** recharging point" means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of less than or equal to 22

Amendment

3) "**Normal** recharging point" means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of less than or equal to 22

kW.

kW.

Or. fr

Amendment 172
Gilles Pargneaux

Proposal for a directive
Article 2 – point 3

Text proposed by the Commission

3) "Slow recharging point" means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of less than or equal to 22 *kW*.

Amendment

3) «point de recharge lente»: "Slow recharging point" means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of less than or equal to 22 *kVA*.

Or. fr

Justification

The international unit of measurement for power is kVA, not kW, and using the latter unit might give rise to confusion.

Amendment 173
Carlo Fidanza

Proposal for a directive
Article 2 – point 4

Text proposed by the Commission

(4) 'Fast recharging point' means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of more than 22 kW.

Amendment

(4) 'Fast recharging point' means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of more than 3.7 kW.

Or. en

Amendment 174
Gilles Pargneaux

Proposal for a directive
Article 2 – point 4

Text proposed by the Commission

4) "Fast recharging point" means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of more than 22 *kW*.

Amendment

4) "Fast recharging point" means a recharging point that allows for a direct supply of electricity to an electric vehicle with a power of more than 22 *kVA*.

Or. fr

Justification

The international unit of measurement for power is kVA, not kW, and using the latter unit might give rise to confusion.

Amendment 175

Michel Dantin, Dominique Riquet, Dominique Vlasto, Christine De Veyrac

Proposal for a directive
Article 2 – point 4 a (new)

Text proposed by the Commission

Amendment

4a) "Off-peak charging" means a combination of two situations: a low price on the wholesale electricity market and low demand on the electricity grid. At such times the grid manager shall send out a message indicating that power is available at the connection point.

Or. fr

Justification

Off-peak charging reflects the needs of most electric vehicle users, who make short daily journeys. This charging method should be promoted, therefore, in particular in the context of a smart system for regulating electric-vehicle charging.

Amendment 176
Gilles Pargneaux

Proposal for a directive
Article 2 – point 5

Text proposed by the Commission

5) "**Publicly** accessible recharging or refuelling point" means a recharging or refuelling point which provides non-discriminatory access to the users;

Amendment

5) "**Freely** accessible recharging or refuelling point" means a recharging or refuelling point which provides non-discriminatory access to the users **by employing a widely recognised means of payment,**

Or. fr

Justification

The concept of non-discriminatory access must not stand in the way of the imposition of tariffs which differ depending on whether the user has a subscription or is using the charging point on a one-off basis, as the latter arrangement creates a financial/operational risk for the operator. Provision must be made for this possibility on the basis of non-dissuasive tariffs.

Amendment 177
Keith Taylor

Proposal for a directive
Article 2 – point 6

Text proposed by the Commission

(6) 'Electric vehicle' means a vehicle ***within the meaning of Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, with a maximum design speed exceeding 25 km/h,*** equipped with one or more traction motor(s) operated by electric power ***and not permanently connected to the grid, as well as their high voltage***

Amendment

(6) 'Electric vehicle' means a vehicle equipped with one or more traction motor(s) operated by electric power. ***Under this Directive, electric vehicles are those used for collective/public transport (shared cars, taxis, minivans, buses, trams, trains, etc.), as well as electric bicycles, scooters and motorcycles.***

components and systems which are galvanically connected to the high voltage bus of the electric power train.

Or. en

Amendment 178
Izaskun Bilbao Barandica

Proposal for a directive
Article 2 – point 8

Text proposed by the Commission

(8) ‘refuelling point for LNG’ means a provision of LNG, either through *a physically established pump connected to* fixed or mobile installations (including vehicles and vessels) or through a movable LNG container.

Amendment

(8) ‘refuelling point for LNG’ means a provision of LNG, either through fixed or mobile installations (including vehicles and vessels) or through a movable LNG container *or any other systems.*

Or. en

Amendment 179
Luis de Grandes Pascual

Proposal for a directive
Article 2 – point 8

Text proposed by the Commission

(8) ‘refuelling point for LNG’ means a provision of LNG, *either* through *a physically established pump connected to* fixed or mobile installations (including vehicles and vessels) or through a movable LNG container.

Amendment

(8) ‘refuelling point for LNG’ means a provision of LNG through fixed or mobile installations (including vehicles and vessels) or through a movable LNG container.

Or. es

Amendment 180
Izaskun Bilbao Barandica

Proposal for a directive
Article 3 – paragraph 1 – introductory part

Text proposed by the Commission

1. Each Member State shall adopt a national policy framework for the market development of alternative fuels and their infrastructure, that will include information listed in Annex I, and contain at least the following elements:

Amendment

1. Each Member State shall, ***in close cooperation with regional and local authorities and with the industry concerned***, adopt a national policy framework for the market development of alternative fuels and their infrastructure, that will include information listed in Annex I, and contain at least the following elements:

Or. es

Amendment 181
Ismail Ertug

Proposal for a directive
Article 3 – paragraph 1 – introductory part

Text proposed by the Commission

1. Each Member State shall adopt a national policy framework for the market development of alternative fuels and their infrastructure, that will include information listed in Annex I, and contain at least the following elements:

Amendment

1. Each Member State shall adopt, ***in a transparent manner***, a national policy framework for the market development of alternative fuels and ***minimum requirements for*** their infrastructure, that will include information listed in Annex I, and contain at least the following elements:

Or. de

Justification

National strategy frameworks must be extremely transparent if they are to be socially acceptable. The provisions laid down in the Directive are minimum requirements;

Amendment 182
Ismail Ertug

Proposal for a directive
Article 3 – paragraph 1 – indent 1

Text proposed by the Commission

– assessment of the state and future development of alternative fuels;

Amendment

– assessment of the state and future development of alternative fuels, ***with particular regard to achieving the maximum possible sustainable mobility;***

Or. de

Justification

The aim in promoting an alternative-fuels infrastructure should be to achieve maximum possible sustainable mobility. The use of fuels which are of the greatest environmental benefit should therefore be encouraged.

Amendment 183
Keith Taylor

Proposal for a directive
Article 3 – paragraph 1 – indent 1

Text proposed by the Commission

– assessment of the state and future development of alternative fuels;

Amendment

– ***an*** assessment of the state and future development of alternative fuels ***with a view to achieving the global Union target for the reduction of energy consumption and a potential saving of 30-40% in the transport sector, particular from vehicles powered by oil and its derivatives;***

Or. en

Amendment 184
Hannu Takkula

Proposal for a directive
Article 3 – paragraph 1 – indent 1

Text proposed by the Commission

– assessment of the state and future development of alternative fuels;

Amendment

– **a regional level** assessment of the state and future development of alternative fuels;

Or. en

Justification

It varies between regions in Europe which alternative fuel is the best and cost-effective to support. Also future technological and other developments can change the order of preference quickly. The Directive should therefore include more flexibility to take into consideration the natural circumstances, strengths and weaknesses of different regions. For this reason a regional perspective is needed in the national policy frameworks.

Amendment 185
Ismail Ertug

Proposal for a directive
Article 3 – paragraph 1 – indent 3

Text proposed by the Commission

– the regulatory framework to support the build-up of alternative fuels infrastructure;

Amendment

– the regulatory framework to support the build-up of alternative fuels infrastructure, **taking into account the impact on SMEs, among other things**;

Or. de

Amendment 186
Ismail Ertug

Proposal for a directive
Article 3 – paragraph 1 – indent 3 a (new)

Text proposed by the Commission

Amendment

– **national models for distributing green electricity for electric vehicles**;

Justification

The alternative-fuels infrastructure should be set up in the most sustainable way possible.

Amendment 187

Keith Taylor

Proposal for a directive

Article 3 – paragraph 1 – indent 4 a (new)

Text proposed by the Commission

Amendment

- policy measures for the integration of intermodal door-to-door mobility chains, with priority being given to the potential use of alternative fuels in public transport, in compliance with the goals of the White Paper ‘Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System’, since it is in that area that the cost-benefit ratio of such measures is the greatest;

Or. en

Amendment 188

Keith Taylor

Proposal for a directive

Article 3 – paragraph 1 – indent 4 b (new)

Text proposed by the Commission

Amendment

- policy measures to promote on-board metering systems, grid-friendly charging behaviours and total metering of electricity for electric vehicles;

Or. en

Amendment 189
Michel Dantin, Dominique Riquet

Proposal for a directive
Article 3 – paragraph 1 – indent 5

Text proposed by the Commission

– deployment and manufacturing support measures;

Amendment

– deployment and manufacturing support measures, *with particular emphasis on the initial launch phase*;

Or. fr

Amendment 190
Michel Dantin, Dominique Riquet, Dominique Vlasto, Christine De Veyrac

Proposal for a directive
Article 3 – paragraph 1 – indent 5 a (new)

Text proposed by the Commission

Amendment

- an annual report on developments on the alternative fuels market, and in particular on supply and demand on that market;

Or. fr

Justification

National policies must take account of the nature of and developments on the alternative fuels market, which must be reflected in the national objectives.

Amendment 191
Ismail Ertug

Proposal for a directive
Article 3 – paragraph 1 – indent 7

Text proposed by the Commission

– targets for the deployment of alternative

Amendment

– targets for the deployment of alternative fuels *in line with the EU's environmental*

fuels;

and climate change criteria currently in force;

Or. de

Amendment 192

Erik Bánki

Proposal for a directive

Article 3 – paragraph 1 – indent 7

Text proposed by the Commission

– targets for the deployment of alternative fuels;

Amendment

– *indicative* targets for the deployment of alternative fuels;

Or. en

Amendment 193

Keith Taylor

Proposal for a directive

Article 3 – paragraph 1 – indent 7

Text proposed by the Commission

– targets for the deployment of alternative fuels;

Amendment

– targets for the *global reduction in the consumption of energy, in particular oil and its derivatives, in the transport sector, reduction of urban congestion, increased mobility efficiency and the deployment of electrified public transport services and* alternative fuels;

Or. en

Amendment 194

Petri Sarvamaa

Proposal for a directive

Article 3 – paragraph 1 – indent 8

Text proposed by the Commission

Amendment

– number of alternative fuel vehicles expected by **2020**;

– number of alternative fuel vehicles expected by **2030**;

Or. en

Amendment 195
Izaskun Bilbao Barandica

Proposal for a directive
Article 3 – paragraph 1 – indent 9

Text proposed by the Commission

Amendment

– assessment of the need for LNG refuelling points in ports outside the TEN-T core network that are important for vessels not engaged in transport operations, in particular fishing vessels;

– assessment of the need for LNG refuelling points in ports outside the TEN-T core network that are important for vessels not engaged in transport operations, in particular fishing **and cruise** vessels;

Or. es

Amendment 196
Inés Ayala Sender

Proposal for a directive
Article 3 – paragraph 1 – indent 9

Text proposed by the Commission

Amendment

– assessment of the need for LNG refuelling points in ports outside the TEN-T core network **that are important for vessels not engaged in transport operations, in particular fishing vessels**;

– assessment of the need for LNG refuelling points in ports outside the TEN-T core network;

Or. es

Justification

Installation of LNG refuelling points outside the basic network should not be restricted solely to important fishing ports. Some non-fishing ports within the overall network may have a

strategic interest in developing these refuelling points. Countries should be permitted to assess whether other ports in the overall network should be equipped with LNG, so as to ensure that fuels of this kind with a lower sulphur content are available as widely as possible.

Amendment 197
Luis de Grandes Pascual

Proposal for a directive
Article 3 – paragraph 1 – indent 9

Text proposed by the Commission

– assessment of the need for LNG refuelling points in ports *outside* the TEN-T *core* network *that are important for vessels not engaged in transport operations, in particular fishing vessels;*

Amendment

– assessment of the need for LNG refuelling points in ports *within* the TEN-T network;

Or. es

Amendment 198
Izaskun Bilbao Barandica

Proposal for a directive
Article 3 – paragraph 1 – indent 10 a (new)

Text proposed by the Commission

Amendment

– arrangements for close cooperation with regional and local authorities, and with the industry concerned, in order to achieve the objectives of this Directive.

Or. es

Amendment 199
Izaskun Bilbao Barandica

Proposal for a directive
Article 3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Public budgets shall be assigned sufficient resources for these measures to be carried out.

Or. es

Amendment 200
Keith Taylor

Proposal for a directive
Article 3 – paragraph 3

Text proposed by the Commission

Amendment

3. Only fuels included in the national policy frameworks shall be eligible for Union and national support measures for alternative fuels infrastructure.

deleted

Or. en

Amendment 201
Izaskun Bilbao Barandica

Proposal for a directive
Article 3 – paragraph 5

Text proposed by the Commission

Amendment

5. Member States shall notify their national policy frameworks to the Commission [within 18 months from the date of entry into force of this Directive].

5. Member States shall notify their national policy frameworks to the Commission [within 18 months from the date of entry into force of this Directive] ***including their priority ports (either part of the core TEN-T or not), as well as the applicable technical and administrative procedures, personnel, methodology, legislation, etc. to avoid bureaucratic and legislative delays, in order to ensure that a request of an intended LNG provider is authorised within three months from the request.***

Amendment 202
Izaskun Bilbao Barandica

Proposal for a directive
Article 3 – paragraph 6

Text proposed by the Commission

6. The Commission shall evaluate the national policy frameworks and ensure that there is coherence at EU level. It shall forward to the European Parliament the report on the evaluation on the national policy frameworks within one year from the reception of the national policy frameworks.

Amendment

6. The Commission shall evaluate ***effectiveness in achieving the objectives of*** the national policy frameworks and ensure that there is coherence at EU level. ***For this, Member States shall provide a breakdown how effective achievement of the plans has been at regional level.*** It shall forward to the European Parliament the report on the evaluation on the national policy frameworks within one year from the reception of the national policy frameworks.

Or. es

Amendment 203
Markus Ferber

Proposal for a directive
Article 3 – paragraph 7

Text proposed by the Commission

7. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 to modify the list of elements provided for in paragraph 1 and information set out in Annex I.

Amendment

deleted

Or. de

Amendment 204
Hannu Takkula

Proposal for a directive
Article 3 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. National policy frameworks shall consider high quality drop-in fuels which do not demand any new infrastructure as preferred options.

Or. en

Justification

Drop-in fuels do not demand any additional building or modification of current infrastructure, and should therefore be considered as a preferred option in the Member States' national policy frameworks. For example, HVO and BTL are options that already exist and which have a high efficiency in greenhouse gas emission reduction, and can be used without limitations in current vehicles and logistics.

Amendment 205
Jacqueline Foster

Proposal for a directive
Article 4 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall ensure that a **minimum** number of recharging points for electric vehicles are put into place, **at least the number given in the table** in Annex II, **by 31 December 2020 at the latest.**

1. Member States, **in close cooperation with regional and local authorities and with the industry concerned**, shall ensure that a **sufficient** number of recharging points for electric vehicles are put into place **by 31 December 2020, noting the indicative numbers given** in Annex II.

Or. en

Justification

It is premature to set mandatory binding targets for the deployment of technology specific infrastructure at such an early stage in the transition towards mass adoption of electric

vehicles. Flexibility is required on the scale and pace of this deployment to ensure that provision is linked to market needs and the numbers of electric vehicles in use.

Amendment 206
Izaskun Bilbao Barandica

Proposal for a directive
Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall **ensure that a minimum** number of recharging points for electric vehicles **are** put into place, **at least** the number given in the table in Annex II, by 31 December 2020 at the latest.

Amendment

1. **Every two years**, Member States shall **establish an indicative** number of recharging points for electric vehicles **to be** put into place **according to the existing fleet of electric-powered vehicles and the growth forecasted for the following years, with the aim of achieving** the number given in the table in Annex II, by 31 December 2020 at the latest.

Or. en

Amendment 207
Izaskun Bilbao Barandica

Proposal for a directive
Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest.

Amendment

1. Member States, **in close cooperation with regional and local authorities and with the industry concerned**, shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest.

Or. es

Amendment 208

Phil Bennion

Proposal for a directive

Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, **at least** the number given in the table in Annex II, by 31 December 2020 at the latest.

Amendment

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, **following as a guideline** the number given in the table in Annex II, by 31 December 2020 at the latest.

Or. en

Amendment 209

Keith Taylor

Proposal for a directive

Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall **ensure that** a minimum number of recharging points for electric vehicles **are put into place**, at least the number given in the table in Annex II, by 31 December 2020 at the latest.

Amendment

1. Member States shall **endeavour to put in place** a minimum number of recharging points for electric vehicles, at least the number given in the table in Annex II, by 31 December 2020 at the latest.

Or. en

Amendment 210

Erik Bánki

Proposal for a directive

Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure **that a minimum** number of recharging points for electric vehicles are put into place, **at least**

Amendment

1. Member States shall **endeavour to** ensure **that an indicative** number of recharging points for electric vehicles are

the number given in the table in Annex II,
by 31 December **2020** at the latest.

put into place, by 31 December **2030** at the
latest.

Or. en

Amendment 211
Petri Sarvamaa

Proposal for a directive
Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December **2020** at the latest.

Amendment

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December **2030** at the latest.

Or. en

Amendment 212
Gilles Pargneaux

Proposal for a directive
Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest.

Amendment

1. Member States shall ensure that a minimum number of **freely accessible** recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest

Or. fr

Justification

Private installations are not subject to quantitative restrictions of any kind, hence the proposal not to set quantitative targets for 'freely accessible' installations.

Amendment 213
Hubert Pirker

Proposal for a directive
Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest.

Amendment

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest.
Member States may, in close cooperation with regional and local authorities and the sector concerned, diverge from these figures if the recharging infrastructure for various kinds of electric vehicles such as hybrid electric vehicles pursuant to Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles¹, is put in place.

¹ OJ L 263, 9.10.2007, p. 5

Or. de

Justification

From the current standpoint it makes no sense to include only one kind of vehicle, as this would hinder possible innovations in this field. The absolute nature of the figures in Annex II should not stand in the way of technological developments but should be an important guideline.

Amendment 214
Oldřich Vlasák

Proposal for a directive
Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ***ensure that a minimum number of*** recharging points for electric vehicles ***are put into place, at least the*** number given in the table in Annex II, by 31 December 2020 at the latest.

Amendment

1. Member States shall ***set a national target of public*** recharging points for electric vehicles. ***Moreover, they shall endeavour that an indicative number of public and private recharging points*** given in the table in Annex II ***are put into place*** by 31 December 2020 at the latest.

Or. en

Amendment 215

Peter van Dalen

Proposal for a directive

Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest.

Amendment

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest. ***On 1 January 2017, the Commission and Member States shall decide jointly whether the numbers given in Annex II must be adapted to prevailing market conditions.***

Or. nl

Amendment 216

Olga Sehnalová

Proposal for a directive

Article 4 – paragraph 1

Text proposed by the Commission

1. Member ***States*** shall ***ensure that a minimum number of*** recharging points ***for***

Amendment

1. Member ***State*** shall ***set an indicative national target of public*** recharging points

electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest.

to be put into place by 31 December 2020. When doing so, Member State shall either take into consideration Annex II or explain how and on the basis of which data and forecasts the indicative target has been calculated.

Or. en

Justification

One of the main aims of this Directive is to increase public acceptance towards alternatives to fossil fuels vehicles. However, the minimum number of recharging points does not guarantee successful achieving of this aim. There are several other areas that need to be changed to achieve this aim, mainly comparably higher purchasing prices of electric vehicles, persisting limitations of electric vehicles, battery technologies and last but not least general psychological constrains of consumers.

Amendment 217

Luis de Grandes Pascual

Proposal for a directive

Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, *at least the number given in the table in Annex II, by 31 December 2020 at the latest.*

Amendment

1. Member States shall ensure *every two years* that a minimum number of recharging points for electric vehicles are put into place, *basing this on calculations of the number of electric vehicles in circulation and on estimates for sales in the following two years.*

Or. es

Amendment 218

Markus Ferber

Proposal for a directive

Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by **31 December 2020 at the latest**.

Amendment

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 2020.

Or. de

Amendment 219

Ismail Ertug

**Proposal for a directive
Article 4 – paragraph 1**

Text proposed by the Commission

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest.

Amendment

1. Member States shall ensure that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II, by 31 December 2020 at the latest, ***particularly in urban agglomerations, other densely-populated areas such as suburbs, and, at reasonable distances apart, along the TEN-T Core Network. The Commission shall, by 1 January 2017, review the annual figures for registration of electric vehicles in the EU and the number of recharging points needed.***

Or. de

Justification

The recharging infrastructure for electric vehicles should be set up in line with demand and should be guided by how the sales of electric vehicles evolve. It is necessary to monitor the annual figures for registration of electric vehicles and review the number of recharging points needed in order to ensure the correct balance between electric vehicles and their infrastructure.

Amendment 220
Vilja Savisaar-Toomast

Proposal for a directive
Article 4 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure *that a minimum number of recharging points for electric vehicles are put into place, at least the number given in the table in Annex II*, by 31 December 2020 at the latest.

Amendment

1. Member States shall ensure, *through national targets set within the margins of the indicative numbers given in the table in Annex II, that recharging points for electric vehicles of categories M and N are put into place* by 31 December 2020 at the latest.

Or. en

Amendment 221
Gilles Pargneaux

Proposal for a directive
Article 4 – paragraph 2

Text proposed by the Commission

2. *At least 10% of the recharging points shall be publicly accessible.*

Amendment

deleted

Or. fr

Amendment 222
Oldřich Vlasák

Proposal for a directive
Article 4 – paragraph 2

Text proposed by the Commission

2. *At least 10% of the recharging points shall be publicly accessible.*

Amendment

deleted

Or. en

Amendment 223
Olga Sehnalová

Proposal for a directive
Article 4 – paragraph 2

Text proposed by the Commission

Amendment

2. At least 10% of the recharging points shall be publicly accessible. **deleted**

Or. en

Justification

Technologies for both electric vehicles and recharging points are still developing and the charging patterns and needs of consumers are still unknown. The exact proportion of public and private recharging points should be resulting from particular needs of municipalities, regions, Member States and most importantly of electric vehicle users. The growth in number of public recharging points should be continuous and should reflect the demand of consumers for recharging.

Amendment 224
Silvia-Adriana Țicău

Proposal for a directive
Article 4 – paragraph 2

Text proposed by the Commission

Amendment

2. At least **10%** of the recharging points shall be publicly accessible.

2. At least **90%** of the recharging points shall be publicly accessible.

Or. ro

Amendment 225
Vilja Savisaar-Toomast

Proposal for a directive
Article 4 – paragraph 2

Text proposed by the Commission

2. At least **10%** of the **recharging points shall be publicly accessible.**

Amendment

2. **Member States shall ensure that a sufficient number of recharging points is put into place and made openly accessible with sufficient capacity to service at least 30% of the national electric vehicles fleet over the span of 24 hours.**

Or. en

Amendment 226
Ismail Ertug

Proposal for a directive
Article 4 – paragraph 2

Text proposed by the Commission

2. At least **10% of the** recharging points **shall be publicly accessible.**

Amendment

2. **Member States shall ensure that at least the number of publicly-accessible recharging points for electric vehicles given in the table in Annex II are set up, particularly in urban agglomerations, other densely-populated areas such as suburbs, and, at reasonable distances apart, along the TEN-T Core Network.**

Or. de

Justification

To ensure an appropriate level of usage, the need for public recharging infrastructure should determine the precise number of recharging points.

Amendment 227
Hannu Takkula

Proposal for a directive
Article 4 – paragraph 2 a (new)

2a. Member States may depart from the requirement in paragraph 1 if:

- regional circumstances, such as climate, sparse population, geographical location, distances and traffic flows, indicate the requirement is not reasonable compared to its benefits;

-the requirement cannot be achieved in a cost-effective way;

-the objective of this Directive can be reached otherwise by prioritising some other alternative fuel, infrastructure or technology;

- the technical development of fuels, vehicles or transportation methods indicate that the requirement becomes unreasonable compared to its benefits;

- other regional circumstances indicate the requirement is clearly not suitable for a specific region.

Or. en

Justification

More flexibility is needed in the Directive to take into account the different regional circumstances and the technical development in the Union. Electric vehicles are suitable in urban areas with a reasonably warm climate, but there is a huge leap to be taken before they can operate in a cold climate with long distances and sparse population. In these areas the objectives of this directive could be better achieved by investing more in some other alternative fuel, infrastructure or technology.

Amendment 228

Phil Bennion

Proposal for a directive

Article 4 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December **2015** at the latest.

Amendment

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December **2017** at the latest.

Or. en

Justification

To take due account of the investments already planned and the current fleet of electric vehicles, there is a need to give manufacturers enough time to adjust to a common technical standard for both slow and fast charging points.

Amendment 229

Petri Sarvamaa

Proposal for a directive

Article 4 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December **2015** at the latest.

Amendment

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December **2020** at the latest.

Or. en

Amendment 230

Gilles Pargneaux

Proposal for a directive

Article 4 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December 2015 at the latest.

Amendment

Normal recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December 2015 at the latest.

Amendment 231

Michel Dantin, Dominique Vlasto

Proposal for a directive

Article 4 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December **2015** at the latest.

Amendment

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December **2017** at the latest.

Amendment 232

Dominique Riquet

Proposal for a directive

Article 4 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December 2015 at the latest.

Amendment

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December **2017** at the latest. ***Existing installations which are not open to the public and which were set up before 31 December 2017 shall be exempt from this requirement.***

Justification

Several Member States have already invested in type-3 slow recharging points. The 2015 deadline for adapting recharging points to the type-2 specifications will be difficult to meet and may put a brake on future investment. The deadline should therefore be brought into line with that proposed for rapid recharging points. What is more, owners of private recharging points should be offered greater leeway when it comes to adjusting to the new standards.

Amendment 233
Olga Sehnalová

Proposal for a directive
Article 4 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December 2015 at the latest.

Amendment

Slow **public** recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. by 31 December 2015 at the latest.

Or. en

Justification

The standards of slow recharging points shall be applicable only to public slow recharging points since the usual electric outlet at home can serve to users as a private slow recharging point if properly inspected and maintained.

Amendment 234
Vilja Savisaar-Toomast

Proposal for a directive
Article 4 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Slow recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.1. **by 31 December 2015 at the latest.**

Amendment

Openly accessible slow recharging points for electric vehicles **of categories M and N that will be deployed or renewed after 31 December 2015** shall comply with the technical specifications set out in Annex III.1.1.

Or. en

Justification

It is important to apply the standards to new or renewed infrastructure because the investments made by first movers in this area have to be accommodated without additional burden to the public budget.

Amendment 235
Petri Sarvamaa

Proposal for a directive
Article 4 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Fast recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.2. by 31 December **2017** at the latest.

Amendment

Fast recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.2. by 31 December **2025** at the latest.

Or. en

Amendment 236
Gilles Pargneaux

Proposal for a directive
Article 4 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Fast recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.2. by 31 December **2017** at the latest.

Amendment

Fast recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.2. by 31 December **2027** at the latest.

Or. fr

Justification

For fast charging it is proposed to replace 2017 with 2027, which is when vehicles now being placed on the market (and which up until 2017 will be fitted with a system that is incompatible with the proposed standard) will become obsolete.

Amendment 237
Olga Sehnalová

Proposal for a directive
Article 4 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Fast recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.2. by 31 December 2017 at the latest.

Amendment

Fast recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.2. by 31 December 2017 at the latest.

All fast recharging points that entered into operation before [the entry into force of this Directive] shall comply with the technical specifications set out in Annex III.1.1. and III.1.2. by 31 December 2027 at the latest.

Or. en

Justification

A non-discriminatory approach should be applied so that users of electric vehicles with different standards of charging, which will be available in the EU until the end of 2017, can use their electric vehicles for their average life cycle of 10 years until the end of 2027.

Amendment 238

Vilja Savisaar-Toomast

Proposal for a directive

Article 4 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Fast recharging points for electric vehicles shall comply with the technical specifications set out in Annex III.1.2. ***by 31 December 2017 at the latest.***

Amendment

Openly accessible fast recharging points for electric vehicles ***of categories M and N that will be deployed or renewed after 31 December 2017*** shall comply with the technical specifications set out in Annex III.1.2.

Or. en

Justification

It is important to apply the standards to new or renewed infrastructure because the investments made by first movers in this area have to be accommodated without additional burden to the public budget.

Amendment 239
Oldřich Vlasák

Proposal for a directive
Article 4 – paragraph 3 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

Member States shall consider granting compensation to users of electric vehicles with different standards of charging than those set out in Annex III.1.1. and Annex III.1.2.

Or. en

Amendment 240
Izaskun Bilbao Barandica

Proposal for a directive
Article 4 – paragraph 3 – subparagraph 3

Text proposed by the Commission

Amendment

Member States shall ensure that the equipment for slow and fast recharging points as set out in Annex III.1.1 and Annex III.1.2 shall be available on fair, reasonable and non-discriminatory terms.

Member States, ***in close cooperation with regional and local authorities and with the industry concerned***, shall ensure that the equipment for slow and fast recharging points as set out in Annex III.1.1 and Annex III.1.2 shall be available on fair, reasonable and non-discriminatory terms.

Or. es

Amendment 241
Gilles Pargneaux

Proposal for a directive
Article 4 – paragraph 3 – subparagraph 3

Text proposed by the Commission

Member States shall ensure that the equipment for *slow* and fast recharging points as set out in Annex III.1.1 and Annex III.1.2 shall be available on fair, reasonable and non-discriminatory terms.

Amendment

Member States shall ensure that the equipment for *normal* and fast recharging points as set out in Annex III.1.1 and Annex III.1.2 shall be available on fair, reasonable and non-discriminatory terms **and shall comply with specific safety requirements in force at national level.**

Or. fr

Justification

Electrical installations for normal charging must comply with the 'specific safety requirements in force at national level'. The standard proposed by the Commission is not compatible with the national safety laws in several Member States.

Amendment 242
Dominique Riquet

Proposal for a directive
Article 4 – paragraph 3 – subparagraph 3

Text proposed by the Commission

Member States shall ensure that the equipment for slow and fast recharging points as set out in Annex III.1.1 and Annex III.1.2 shall be available on fair, reasonable and non-discriminatory terms.

Amendment

Member States shall ensure that the equipment for slow and fast recharging points as set out in Annex III.1.1 and Annex III.1.2 shall be available on fair, reasonable and non-discriminatory terms. ***They may impose additional safety requirements, such as the charging sockets being fitted with a safety shutter.***

Or. fr

Amendment 243
Michel Dantin, Dominique Vlasto, Christine De Veyrac

Proposal for a directive
Article 4 – paragraph 3 – subparagraph 3

Text proposed by the Commission

Member States shall ensure that the equipment for slow and fast recharging points as set out in Annex III.1.1 and Annex III.1.2 shall be available on fair, reasonable and non-discriminatory terms.

Amendment

Member States shall ensure that the equipment for slow and fast recharging points as set out in Annex III.1.1 and Annex III.1.2 shall be available on fair, reasonable and non-discriminatory terms **and shall comply with safety standards in force in electrical installations, such as the requirement for a safety shutter for alternating current slow recharging points.**

Or. fr

Amendment 244
Carlo Fidanza

Proposal for a directive
Article 4 – paragraph 4

Text proposed by the Commission

4. Member States shall ensure that shore side electricity supply for waterborne vessels is installed in **ports provided that it is cost-effective and has environmental benefits.**

Amendment

4. Member states shall ensure that shore side electricity supply for waterborne vessels is installed in **berths within 3 km of residential/living and shopping/commercial areas for ships requiring more than 1 MVA, and in all cruise ships and ferry terminals, by 31 December 2020 at the latest.**

Or. en

Justification

This technology enables ships at berth to plug into the national grid and so to shut down their engines, eliminating noise, vibration and air pollution.

Amendment 245
Izaskun Bilbao Barandica

Proposal for a directive
Article 4 – paragraph 4

Text proposed by the Commission

4. Member States shall ensure that shore side electricity supply for waterborne vessels is installed in ports provided that it is cost-effective and has environmental benefits.

Amendment

4. Member States, ***in close cooperation with regional and local authorities and with the industry concerned***, shall ensure that shore side electricity supply for waterborne vessels is installed in ports provided that it is cost-effective and has environmental benefits.

Or. es

Amendment 246
Peter van Dalen

Proposal for a directive
Article 4 – paragraph 4

Text proposed by the Commission

4. Member States shall ensure that shore side electricity supply for waterborne vessels is installed in ports provided that it is cost-effective and has environmental benefits.

Amendment

4. Member States shall ensure that shore side electricity supply for waterborne vessels is installed in ***all ports included in the trans-European transport network (TEN-T). This requirement shall apply to other European ports also***, provided that it is cost-effective and has environmental benefits.

Or. nl

Amendment 247
Dominique Vlasto, Georgios Koumoutsakos, Gesine Meissner

Proposal for a directive
Article 4 – paragraph 4

Text proposed by the Commission

4. Member States shall ensure that shore side electricity supply for waterborne

Amendment

4. Member States, ***in close cooperation with regional and local authorities and***

vessels is installed in ports ***provided that it is cost-effective and has environmental benefits.***

with the industry concerned, shall ensure that shore side electricity supply for waterborne vessels is installed in ***passenger and merchant berths within ports of the TEN-T Core Network by 31 December 2020.***

Or. en

Justification

In accordance with the proposal for a regulation on Union guidelines for the development of the TEN-T, the established guidelines request the promotion of the use of alternative and low or zero carbon energy sources, including facilities improving environmental performance, such as the provision of shore side electricity. Priority shall be given to the introduction of new technologies and innovation for the promotion of alternative fuels and energy efficient maritime transport.

Amendment 248 Philippe De Backer

Proposal for a directive Article 4 – paragraph 4

Text proposed by the Commission

4. Member States shall ensure that shore side electricity supply for waterborne vessels is installed in ports provided that it is cost-effective and has environmental benefits.

Amendment

4. Member States, ***in close cooperation with regional and local authorities, managing bodies of the port and the industry concerned,*** shall ensure that shore side electricity supply for waterborne vessels is installed in ports provided that it is cost-effective and has environmental benefits.

Or. en

Amendment 249 Gilles Pargneaux

Proposal for a directive Article 4 – paragraph 5

Text proposed by the Commission

5. Shore-side electricity supply for maritime and inland waterway transport shall comply with the technical specifications set out in Annex III.1.3 by 31 December **2015** at the latest.

Amendment

5. Shore-side electricity supply for maritime and inland waterway transport shall comply with the technical specifications set out in Annex III.1.3 by 31 December **2020** at the latest.

Or. fr

Justification

The deadline proposed by the Commission is unrealistic.

Amendment 250

Vilja Savisaar-Toomast

**Proposal for a directive
Article 4 – paragraph 5**

Text proposed by the Commission

5. Shore-side electricity supply for maritime and inland waterway transport shall comply with the technical specifications set out in Annex III.1.3 **by 31 December 2015 at the latest.**

Amendment

5. Shore-side electricity supply for maritime and inland waterway transport **that will be deployed or renewed after 31 December 2015** shall comply with the technical specifications set out in Annex III.1.3.

Or. en

Justification

It is important to apply the standards to new or renewed infrastructure because the investments made by first movers in this area have to be accommodated without additional burden to the public budget.

Amendment 251

Keith Taylor

**Proposal for a directive
Article 4 – paragraph 5 a (new)**

Text proposed by the Commission

Amendment

5a. Member States shall ensure that electricity supply for use in stationary airplanes as well as in mobile equipment is installed in airports, provided that it is cost-effective and has environmental benefits.

Or. en

Amendment 252

Keith Taylor

Proposal for a directive

Article 4 – paragraph 5 b (new)

Text proposed by the Commission

Amendment

5b. Electricity supply installed in airports for use in stationary airplanes as well as mobile equipment at airports shall comply with the technical specifications set out in point 1.3a of Annex III by 31 December 2015.

Or. en

Amendment 253

Keith Taylor

Proposal for a directive

Article 4 – paragraph 5 c (new)

Text proposed by the Commission

Amendment

5c. Member States and regions, in close cooperation with railways and infrastructure managers, shall identify a number of railway and public transport stations, freight terminals and logistic centres to be equipped with recharging points for vehicles in technically suitable

locations in their vicinity, subject to those recharging points yielding a positive financial return for the railway and public transport partners involved.

Or. en

Amendment 254
Dominique Riquet, Dominique Vlasto, Michel Dantin

Proposal for a directive
Article 4 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. To facilitate multimodal passenger transport, Member States shall ensure, where feasible and where it does not hinder the operation of rail services, that railways stations are equipped with recharging points for electric vehicles, including L-category electric vehicles. Member States shall consult the infrastructure managers, operators and owners of railways stations to ensure that the location of these recharging points is technically suitable.

Or. fr

Amendment 255
Phil Bennion

Proposal for a directive
Article 4 – paragraph 6

Text proposed by the Commission

Amendment

6. All publicly accessible recharging points for electric vehicles shall be equipped with intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.

6. All publicly accessible recharging points for electric vehicles shall be equipped *either individually or in aggregate*, with intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in

Article 9(2) of that Directive.

Or. en

Amendment 256

Ismail Ertug

Proposal for a directive

Article 4 – paragraph 6

Text proposed by the Commission

6. **All** publicly accessible recharging points for electric vehicles **shall be equipped with intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect** the requirements laid down in Article 9(2) of that Directive.

Amendment

6. **When recharging at** publicly accessible recharging points for electric vehicles, intelligent metering **must be available pursuant to** Article 2(28) of Directive 2012/27/EU **which satisfies** the requirements laid down in Article 9(2) of that Directive.

Or. de

Justification

Intelligent metering should be made available at every recharging point. The development of new systems, for example metering by means of a meter in the vehicle, should not, however, be restricted.

Amendment 257

Gilles Pargneaux

Proposal for a directive

Article 4 – paragraph 6

Text proposed by the Commission

6. All **publicly** accessible recharging points for electric vehicles shall be equipped with intelligent metering systems **as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.**

Amendment

6. All **freely** accessible recharging points for electric vehicles shall be equipped, **where payment is required,** with intelligent metering **or equivalent** systems.

Justification

The Commission proposal risks confusing consumers about the cost of electricity. The requirements laid down in Article 9(2) of Directive 2012/27/EU are requirements linked to information concerning the ‘final customers’ of the metering systems. However, the user of the recharging service does not consume energy but buys a mobility service, the energy for which is a marginal cost component.

Amendment 258
Dominique Riquet

Proposal for a directive
Article 4 – paragraph 6

Text proposed by the Commission

6. *All* publicly accessible recharging points for electric vehicles **shall be equipped** with intelligent *metering* systems **as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.**

Amendment

6. In the market consolidation phase, Member States shall promote the equipping of publicly accessible recharging points for electric vehicles with intelligent *control* systems **in order to encourage off-peak charging and to inform users about the price of the electricity consumed.**

Amendment 259
Michel Dantin, Dominique Vlasto, Christine De Veyrac

Proposal for a directive
Article 4 – paragraph 6

Text proposed by the Commission

6. All publicly accessible recharging points for electric vehicles shall be equipped with intelligent *metering* systems **as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.**

Amendment

6. All publicly accessible recharging points for electric vehicles shall be equipped with intelligent *control* systems **to encourage off-peak charging and to inform users about the price of the electricity consumed.**

Justification

Most users of electric vehicles will want to recharge in off-peak periods. This should therefore be promoted, particularly in the context of an intelligent regulation system for the recharging of electric vehicles.

Amendment 260

Petri Sarvamaa

Proposal for a directive

Article 4 – paragraph 6

Text proposed by the Commission

6. *All* publicly accessible recharging points for electric vehicles shall be **equipped with** intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.

Amendment

6. **Charging in** publicly accessible recharging points for electric vehicles shall be **based on** intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.

Or. en

Amendment 261

Gesine Meissner

Proposal for a directive

Article 4 – paragraph 6

Text proposed by the Commission

6. All publicly accessible recharging points for electric vehicles shall be equipped with intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.

Amendment

6. **When recharging at** publicly accessible recharging points for electric vehicles, intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and **which** respect the requirements laid down in Article 9(2) of that Directive **shall be provided**.

Or. de

Justification

Intelligent metering systems do not necessarily have to form part of the recharging point. There is also mobile metering and communications technology which can be built into the vehicle or recharging cable, for example.

Amendment 262

Vilja Savisaar-Toomast

Proposal for a directive

Article 4 – paragraph 6

Text proposed by the Commission

6. All publicly accessible recharging points for electric vehicles shall be equipped with intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.

Amendment

6. All publicly accessible recharging points **or stations** for electric vehicles shall be equipped, **when payment per kW used is required**, with intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.

Or. en

Justification

For stations with several plugs it would not make sense to install a separate metering system for each connection to the vehicle, as this would increase costs unreasonably. Metering system per point is needed if the payment per kW used is required.

Amendment 263

Dieter-Lebrecht Koch

Proposal for a directive

Article 4 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. If all vehicle owners are to be able to use the public recharging infrastructure, e-roaming providers must be guaranteed non-discriminatory cross-border access to charging points. Charging networks must also enable charging and billing by means

of third-party providers via an e-roaming facility.

Or. de

Justification

A non-discriminatory, interoperable approach is important for the development of e-mobility in Europe. This amendment would enable end users to recharge cheaply, quickly and simply, regardless of the area covered by their electricity suppliers in Europe.

Amendment 264

Michel Dantin, Dominique Riquet, Dominique Vlasto, Christine De Veyrac

Proposal for a directive

Article 4 – paragraph 7

Text proposed by the Commission

Amendment

7. Annex I.1 (h) and the last subparagraph of Annex I.2 of Directive 2009/72/EC shall apply to the consumption data and the metering system of the recharging point for electric vehicles.

deleted

Or. fr

Amendment 265

Phil Bennion

Proposal for a directive

Article 4 – paragraph 7

Text proposed by the Commission

Amendment

7. Annex I.1 (h) and the last subparagraph of Annex I.2 of Directive 2009/72/EC shall apply to the consumption data and the metering system of the recharging point for electric vehicles.

7. Annex I.1 (h) and the last subparagraph of Annex I.2 of Directive 2009/72/EC shall apply to the consumption data and the metering system of the recharging point for electric vehicles **at private consumer premises.**

Justification

Public recharging points may not require detailed billing provisions if they are offered as part of a service to customers.

Amendment 266
Oldřich Vlasák

Proposal for a directive
Article 4 – paragraph 8

Text proposed by the Commission

Amendment

8. Member States shall not prohibit electric vehicle users from buying electricity from any electricity supplier regardless of the Member State in which the supplier is registered. Member States shall ensure that consumers have the right to contract electricity simultaneously with several suppliers so that electricity supply for an electric vehicle can be contracted separately.

deleted

Justification

As this provision might enable electricity providers to supply electricity within a territory of a Member State without a prior national licence, it needs to be deleted.

Amendment 267
Phil Bennion

Proposal for a directive
Article 4 – paragraph 8

Text proposed by the Commission

Amendment

8. Member States shall not prohibit electric vehicle users from buying electricity from

8. Member States shall not prohibit electric vehicle users from buying electricity from

any electricity supplier regardless of the Member State in which the supplier is registered. Member States shall ensure that consumers have the right to contract electricity simultaneously with several suppliers so that electricity supply for an electric vehicle can be contracted separately.

any electricity supplier regardless of the Member State in which the supplier is registered. Member States shall ensure that consumers have the right to contract electricity simultaneously with several suppliers so that electricity supply for an electric vehicle can be contracted separately. ***Member States shall ensure that the above does not result in separate connection fees or a separate physical electricity connection required.***

Or. en

Justification

To unlock new electric vehicle markets and support independent service providers, it is important to ensure that there are no regulatory barriers hampering separate electricity supply to electric vehicles.

Amendment 268

Michel Dantin, Dominique Vlasto

Proposal for a directive Article 4 – paragraph 8

Text proposed by the Commission

8. Member States ***shall*** not prohibit ***electric vehicle*** users from ***buying electricity from*** any ***electricity supplier*** regardless of the Member State in which the supplier is registered. ***Member States shall ensure that consumers have the right to contract electricity simultaneously with several suppliers so that electricity supply for an electric vehicle can be contracted separately.***

Amendment

8. Member States ***may*** not prohibit users from ***concluding a contract with*** any ***electro-mobility service provider***, regardless of the Member State in which the supplier is registered.

Or. fr

Justification

The rules on competition between electricity suppliers already allow electricity to be supplied

to any delivery point in the EU. The best solution for accelerating the development of the electro-mobility market is to establish the conditions necessary for accessing a non-discriminatory and open market.

Amendment 269
Dominique Riquet

Proposal for a directive
Article 4 – paragraph 8

Text proposed by the Commission

8. Member States shall not prohibit electric vehicle users from buying electricity from any electricity supplier regardless of the Member State in which the supplier is registered. Member States shall ensure that consumers have the right to contract electricity simultaneously with several suppliers so that electricity supply for an electric vehicle can be contracted separately.

Amendment

8. Member States shall not prohibit electric vehicle users from buying electricity from any electricity supplier regardless of the Member State in which the supplier is registered. Member States shall ensure that consumers have the right to contract **all their** electricity **needs** simultaneously with several suppliers so that, **for example,** electricity supply for an electric vehicle can be contracted separately.

Or. fr

Amendment 270
Silvia-Adriana Țicău

Proposal for a directive
Article 4 – paragraph 8

Text proposed by the Commission

8. Member States shall not prohibit electric vehicle users from buying electricity from any electricity supplier regardless of the Member State in which the supplier is registered. **Member States shall ensure that consumers have the right to contract electricity simultaneously with several suppliers so that electricity supply for an electric vehicle can be contracted separately.**

Amendment

8. Member States shall not prohibit electric vehicle users from buying electricity from any electricity supplier regardless of the Member State in which the supplier is registered.

Amendment 271
Bernadette Vergnaud

Proposal for a directive
Article 4 – paragraph 8

Text proposed by the Commission

8. Member States shall not prohibit electric vehicle users from buying electricity from any electricity supplier regardless of the Member State in which the supplier is registered. Member States shall *ensure that consumers have the right to contract electricity simultaneously with several suppliers so that electricity supply for an electric vehicle can be contracted separately.*

Amendment

8. Member States shall not prohibit electric vehicle users from buying electricity from any electricity supplier *at home* regardless of the Member State in which the supplier is registered. *They shall promote the establishment of specific contracts tailored to the home supply of electricity for electric vehicles, possibly, where technically feasible, with a separate supplier from the usual supplier.* Member States shall *also not prohibit* electric vehicle users connecting to a publicly accessible recharging point from concluding a contract with any mobility service operator of their choice, regardless of the Member State in which the operator is domiciled.

Or. fr

Justification

While competition and consumer choice need to be guaranteed, a distinction nevertheless needs to be made between the choice of electricity supplier for domestic recharging, and the case of public terminals, where the user selects a service provider (which may be public or private), but has no choice over the provider supplying the public terminal.

Amendment 272
Olga Sehnalová

Proposal for a directive
Article 4 – paragraph 8

Text proposed by the Commission

8. Member States shall not prohibit electric vehicle users from buying electricity from any electricity supplier regardless of the Member State in which the supplier is registered. Member States shall **ensure** that consumers have the right to contract electricity simultaneously with several suppliers so that electricity supply for an electric vehicle can be contracted separately.

Amendment

8. Member States shall not **explicitly** prohibit electric vehicle users from buying electricity from any electricity supplier regardless of the Member State in which the supplier is registered. Member States shall **endeavour** that consumers have the right to contract electricity simultaneously with several suppliers so that electricity supply for an electric vehicle can be contracted separately.

Or. en

Justification

With an increasing demand for international operation of electric vehicles, suppliers of electricity will be motivated to provide and/or cooperate in national and international roaming solutions. There should be a level of flexibility provided to those electricity suppliers who want to provide these solutions for customers.

Amendment 273
Ismail Ertug

Proposal for a directive
Article 4 – paragraph 10

Text proposed by the Commission

10. Member States shall ensure that prices charged at publicly accessible recharging points are reasonable **and do not include any penalty or prohibitive fees for recharging an** electric vehicle **by the user not** having contractual relations with the operator of the recharging point.

Amendment

10. Member States shall ensure that prices charged at publicly accessible recharging points are **transparent and** reasonable. **Price reductions for** electric vehicle **users** having contractual relations with the operator of the recharging point **must be clearly indicated**.

Or. de

Justification

In keeping with the principle of consumer-friendliness, consumer information must be transparent and easy to understand.

Amendment 274
Silvia-Adriana Țicău

Proposal for a directive
Article 4 – paragraph 10

Text proposed by the Commission

10. Member States shall ensure that prices charged at publicly accessible recharging points are reasonable and do not include any penalty or prohibitive fees for recharging an electric vehicle by *the* user ***not having contractual relations with the operator of the recharging point.***

Amendment

10. Member States shall ensure that prices charged at publicly accessible recharging points are reasonable and do not include any penalty or prohibitive fees for recharging an electric vehicle by ***any*** user.

Or. ro

Amendment 275
Olga Sehnalová

Proposal for a directive
Article 4 – paragraph 10

Text proposed by the Commission

10. Member States shall ensure that prices charged at publicly accessible recharging points are reasonable ***and do not include any penalty or prohibitive fees for recharging an*** electric vehicle ***by the user not*** having contractual relations with the operator of the recharging point.

Amendment

10. Member States shall ensure that prices charged at publicly accessible recharging points are reasonable. ***Price reductions for*** electric vehicle ***users*** having contractual relations with the operator of the recharging point ***must be clearly indicated and explained.***

Or. en

Justification

The original paragraph of the Commission poses a risk of expensive electricity supply for most electric vehicle users, because the majority of users act within regular behaviour pattern leading them to opt for some kind of contractual relation with the operator of the recharging point. This amendment therefore introduces the possibility to develop competitive business models granting lower prices for contractual customers.

Amendment 276
Dominique Riquet, Dominique Vlasto, Michel Dantin

Proposal for a directive
Article 4 – paragraph 11 a (new)

Text proposed by the Commission

Amendment

11a. Not later than two years after this Directive enters into force, the Commission shall adopt measures concerning the standards applicable to recharging points for electric buses. These delegated acts shall be adopted in accordance with the procedure referred to in Article 8.

Or. fr

Amendment 277
Gilles Pargneaux

Proposal for a directive
Article 5 – title

Text proposed by the Commission

Amendment

Hydrogen supply for transport

Hydrogen supply for **road** transport

Or. fr

Justification

Hydrogen supply only concerns road transport.

Amendment 278
Keith Taylor

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen vehicles within the entire national territory by 31 December 2020 at the latest.

deleted

Or. en

Amendment 279
Bogusław Liberadzki

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding **300 km**, to allow the circulation of hydrogen vehicles within the entire national territory by 31 December 2020 at the latest.

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding **200 km on TEN-T Core Networks, and one refuelling station per 250 000 inhabitants in urban areas**, to allow the circulation of hydrogen vehicles within the entire national territory by 31 December 2020 at the latest **and for other Member States by 31 December 2030**.

Or. en

Amendment 280
Izaskun Bilbao Barandica

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen vehicles within the entire national territory by 31 December 2020 at the latest.

Amendment

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure, ***in close cooperation with regional and local authorities and with the industry concerned***, that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen vehicles within the entire national territory by 31 December 2020 at the latest.

Or. es

Amendment 281
Phil Bennion

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen vehicles within the ***entire national*** territory by 31 December 2020 at the latest.

Amendment

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen vehicles within the ***mainland*** territory by 31 December 2020 at the latest.

Or. en

Justification

Island Member States may find this distance requirement difficult and redundant to fulfil.

Amendment 282
Dominique Vlasto, Christine De Veyrac

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States on the ***territory of which exist already at the day of the*** entry into force of this Directive ***hydrogen refuelling points*** shall ensure that a sufficient number of publicly accessible refuelling points are available, ***with distances not exceeding 300 km***, to allow the circulation of hydrogen vehicles within the entire national territory by 31 December ***2020*** at the latest.

Amendment

1. Member States ***in which hydrogen refuelling infrastructure already exists*** on the ***date of*** entry into force of this Directive shall ensure that a sufficient number of publicly accessible refuelling points are available to allow the circulation of hydrogen vehicles within the entire national territory by 31 December ***2025*** at the latest.

Or. fr

Justification

Although they are environmentally efficient and have a high degree of autonomy, hydrogen vehicles nevertheless require sophisticated and very costly infrastructure for which no current model is economically viable. The existence of a single hydrogen refuelling point would not justify the requirement to have the complete infrastructure in place by 2025. Only those Member States where adequate infrastructure exists on the date of entry into force of the Directive should be targeted.

Amendment 283
Ismail Ertug

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen

Amendment

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen

vehicles within the entire national territory by 31 December 2020 at the latest.

vehicles within the entire national territory by 31 December 2020 at the latest.

Member States on whose territory there are no hydrogen refuelling points on the day of entry into force of this Directive must ensure that the requirement laid down in the first sentence is satisfied no later than 31 December 2030.

Or. de

Amendment 284
Gilles Pargneaux

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States ***on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points*** shall ensure that a sufficient number of ***publicly*** accessible refuelling points are available, ***with distances not exceeding 300 km***, to allow the circulation of hydrogen vehicles within the ***entire national territory*** by 31 December ***2020*** at the latest.

Amendment

1. Member States shall ensure that a sufficient number of ***freely*** accessible refuelling points are available to allow the circulation of hydrogen vehicles within the ***relevant network*** by 31 December ***2030*** at the latest.

Or. fr

Justification

All Member States should be subject to a realistic deadline, including those countries which have not yet developed the infrastructure for this supply mode.

Amendment 285
Oldřich Vlasák

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall **ensure** that a sufficient number of publicly accessible refuelling points are available, **with distances not exceeding 300 km**, to allow the circulation of hydrogen vehicles within the entire national territory by 31 December 2020 at the latest.

Amendment

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall **endeavour** that a sufficient number of publicly accessible refuelling points are available, **in order** to allow the circulation of hydrogen vehicles within the entire national territory by 31 December 2020 at the latest.

Or. en

Amendment 286
Michel Dantin

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States on the **territory of which exist already at the day of the** entry into force of this Directive **hydrogen refuelling points** shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen vehicles within the **entire** national territory by 31 December **2020** at the latest.

Amendment

1. Member States **in which hydrogen refuelling points already exists** on the **date of** entry into force of this Directive shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen vehicles within the national territory by 31 December **2025** at the latest.

Or. fr

Amendment 287
Luis de Grandes Pascual

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States ***on the territory of which exist already at the day of the entry into force of this Directive*** hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, ***with distances not exceeding 300 km***, to allow the circulation of hydrogen vehicles within the entire national territory by 31 December **2020** at the latest.

Amendment

1. Member States ***which decide to put in place*** hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, ***in line with national policy frameworks***, to allow the circulation of hydrogen vehicles within the entire national territory by 31 December **2030** at the latest.

Or. es

Amendment 288
Petri Sarvamaa

Proposal for a directive
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen vehicles within the ***entire national territory*** by 31 December **2020** at the latest.

Amendment

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, to allow the circulation of hydrogen vehicles within the ***TENT-T Core Network*** by 31 December **2030** at the latest, ***in any case excluding areas in a natural state or isolated areas of the Member States with population density lower than 10 inhabitants per square kilometre.***

Or. en

Justification

With "areas in a natural state" are meant large forest areas or tundra in sparsely populated regions of the member states. There are large rural areas in the northernmost member states with long uninhabited road sections that should be left outside the scope of this requirement

at this stage or at the discretion of member states (subsidiarity principle).

Amendment 289

Markus Ferber

Proposal for a directive

Article 5 – paragraph 1

Text proposed by the Commission

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure ***that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km***, to allow the circulation of hydrogen vehicles within the entire national territory ***by 31 December 2020 at the latest***.

Amendment

1. Member States on the territory of which exist already at the day of the entry into force of this Directive hydrogen refuelling points shall ensure ***the creation of additional market incentives*** to allow the circulation of hydrogen vehicles within the entire national territory.

Or. de

Amendment 290

Keith Taylor

Proposal for a directive

Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Member States shall endeavour to provide, for maritime and inland waterway transport, publicly accessible hydrogen, LNG and advanced biofuel refuelling points.

Or. en

Amendment 291

Keith Taylor

Proposal for a directive
Article 5 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. Member States shall cooperate to enable buses and heavy-duty vehicles powered by hydrogen, LNG or advanced biofuels to use the cross-border infrastructure.

Or. en

Amendment 292
Dominique Riquet

Proposal for a directive
Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. All Member States shall ensure that a sufficient number of publicly accessible refuelling points, with distances not exceeding 300 km, are available by no later than 31 December 2030 along corridor sections of the core network identified on their territory in accordance with Regulation (EU) No ... / 2013 of the European Parliament and of the Council of ... establishing the Connecting Europe Facility¹.

¹ OJ L ...

Or. fr

Amendment 293
Petri Sarvamaa

Proposal for a directive
Article 5 – paragraph 2

Text proposed by the Commission

2. All hydrogen refuelling points for motor vehicles shall be compliant with the technical specifications, set out in Annex III.2 by 31 December **2015** at the latest.

Amendment

2. All hydrogen refuelling points for motor vehicles shall be compliant with the technical specifications, set out in Annex III.2 by 31 December **2025** at the latest.

Or. en

Amendment 294

Hannu Takkula

Proposal for a directive

Article 5 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Member States can depart from the requirement in paragraph 1 if:

- regional circumstances, such as climate, sparse population, geographical location, distances and traffic flows, indicate the requirement is not reasonable compared to its benefits;

-the requirement cannot be achieved in a cost-effective way;

-the objective of this Directive can be reached otherwise by prioritising some other alternative fuel, infrastructure or technology;

- the technical development of fuels, vehicles or transportation methods indicate that the requirement becomes unreasonable compared to its benefits;

- other regional circumstances indicate the requirement is clearly not suitable for a specific region.

Or. en

Justification

More flexibility is needed in the Directive to take into account the different regional circumstances and the technical development in the Union. A strict distance requirement for hydrogen vehicles is not suitable for all regions. Especially, sparsely populated regions with long distances, low traffic flows and a location with limited cross-border traffic opportunities need to be given more flexibility.

Amendment 295
Michel Dantin

Proposal for a directive
Article 5 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Member States shall ensure that hydrogen distributed at refuelling points is increasingly derived from carbon-free energy sources, with a binding minimum target of 50% hydrogen from carbon-free energy sources by 31 December 2025 at the latest.

Or. fr

Amendment 296
Dieter-Lebrecht Koch

Proposal for a directive
Article 6 – paragraph -1 (new)

Text proposed by the Commission

Amendment

-1. Natural gas extraction in the EU is carried out in accordance with a uniformly high Europe-wide standard of safety and environmental and health protection.

Or. de

Amendment 297
Izaskun Bilbao Barandica

Proposal for a directive
Article 6 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December **2020** at the latest.

Amendment

1. Member States shall ensure, ***in close cooperation with regional and local authorities and with the industry concerned***, that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December **2025** at the latest.

Or. es

Amendment 298
Gilles Pargneaux

Proposal for a directive
Article 6 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that ***publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all maritime*** ports of the Trans-European Transport (TEN-T) Core Network by 31 December 2020 at the latest.

Amendment

1. Member States shall ensure that ***a sufficient number of*** maritime ports of the Trans-European Transport (TEN-T) Core Network ***are equipped with LNG refuelling points for maritime transport and, where appropriate, inland waterway transport, with appropriate distances between them, to allow the circulation of LNG vessels Union-wide*** by 31 December 2020 at the latest.

In accordance with the objectives of the Trans-European Transport Network (Regulation (EU) No ... / 2013 of the European Parliament and of the Council of ... on Union guidelines for the development of the trans-European transport network), the LNG refuelling points in maritime ports in the TEN-T

Core Network must be set up by no later than 31 December 2030.

Actual market needs and existing bunkering points shall be taken into consideration when defining the network of LNG refuelling points in maritime ports.

Or. fr

Justification

A date should be chosen which is consistent with that of the implementation of the TEN-T core network (2030). The economic relevance of deployment in all ports should be subject to a market study on a case-by-case basis. While access to natural gas supply for third parties in maritime and inland ports should be studied, this should not be made a requirement which could penalise the companies that financed the installation costs, which would see their competitors benefit from it, and the economic relevance of deployment in all ports should be subject to a market study on a case-by-case basis.

Amendment 299

Keith Taylor

Proposal for a directive

Article 6 – paragraph 1

Text proposed by the Commission

1. Member States shall ***ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided*** in all maritime ports of the Trans-European Transport (TEN-T) Core Network ***by 31 December 2020 at the latest.***

Amendment

1. Member States shall ***endeavour to provide***, in all maritime ports of the Trans-European Transport (TEN-T) Core Network, ***publicly accessible LNG, hydrogen or advanced biofuel refuelling points for maritime and inland waterway transport.***

Or. en

Amendment 300

Brian Simpson

Proposal for a directive

Article 6 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December 2020 at the latest.

Amendment

1. Member States shall ensure that publicly accessible LNG ***or other alternative fuel*** refuelling points for maritime and inland waterway transport are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December 2020 at the latest.

Or. en

Amendment 301

Dominique Vlasto, Christine De Veyrac, Michel Dantin, Dominique Riquet

**Proposal for a directive
Article 6 – paragraph 1**

Text proposed by the Commission

1. Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport ***are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network*** by 31 December ***2020*** at the latest.

Amendment

1. Member States, ***in close cooperation with regional and local authorities and with the sector concerned,*** shall ensure that ***the main maritime ports of the Trans-European Transport (TEN-T) Core Network are equipped with*** publicly accessible LNG refuelling points for maritime and inland waterway transport, ***with appropriate distances between them, to allow the circulation of LNG vessels Union-wide*** by 31 December ***2030*** at the latest.

Actual market needs and existing bunkering points shall be taken into consideration when defining the network of LNG refuelling points in maritime ports.

Or. fr

Justification

While the rapporteur's proposal is to be supported, the timetable needs to be brought into line with that provided for in the TEN-T guidelines for completion of the core network. It must be

possible to determine the maritime ports in which LNG refuelling points should be available on the basis of the actual market needs and the existing bunkering points.

Amendment 302
Gesine Meissner

Proposal for a directive
Article 6 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December **2020** at the latest.

Amendment

1. Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December **2018** at the latest.

Or. en

Justification

Stricter sulphur emissions norms in the SECA zones already take effect in 2015. Therefore LNG refuelling points should be provided more quickly than 2020.

Amendment 303
Philippe De Backer

Proposal for a directive
Article 6 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport **are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network** by 31 December 2020 at the latest.

Amendment

1. Member States, ***in close cooperation with regional and local authorities, managing bodies of the port and the industry concerned***, shall ensure that ***a sufficient number of maritime ports of the Trans-European Transport (TEN-T) Core Network are equipped with*** publicly accessible LNG refuelling points for maritime and inland waterway transport, ***within adequate distances, to allow the***

circulation of LNG vessels Union-wide by 31 December 2020 at the latest.

Or. en

Amendment 304

Petri Sarvamaa

Proposal for a directive

Article 6 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December **2020** at the latest.

Amendment

1. Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December **2030** at the latest.

Or. en

Amendment 305

Keith Taylor

Proposal for a directive

Article 6 – paragraph 2

Text proposed by the Commission

2. Member States shall ensure that publicly accessible LNG refuelling points for inland waterway transport are provided in all inland ports of the TEN-T Core Network, by 31 December 2025 at the latest.

Amendment

deleted

Or. en

Amendment 306

Izaskun Bilbao Barandica

Proposal for a directive
Article 6 – paragraph 2

Text proposed by the Commission

2. Member States shall ensure that publicly accessible LNG refuelling points for inland waterway transport are provided in all inland ports of the TEN-T Core Network, by 31 December 2025 at the latest.

Amendment

2. Member States shall ensure, ***in close cooperation with regional and local authorities and with the industry concerned***, that publicly accessible LNG refuelling points for inland waterway transport are provided in all inland ports of the TEN-T Core Network by 31 December 2025 at the latest.

Or. es

Amendment 307
Gilles Pargneaux

Proposal for a directive
Article 6 – paragraph 2

Text proposed by the Commission

2. Member States shall ensure that ***publicly accessible*** LNG refuelling points for inland waterway transport ***are provided in all inland ports of the TEN-T Core Network, by 31 December 2025 at the latest.***

Amendment

2. Member States shall ensure that ***a sufficient number of inland ports of the network are equipped with LNG, or other alternative fuel***, refuelling points for inland waterway transport, ***with appropriate distances between them, to allow the circulation of LNG vessels Union-wide.***

In accordance with the objectives of the Trans-European Transport Network (Regulation (EU) No ... / 2013 of the European Parliament and of the Council of ... on Union guidelines for the development of the trans-European transport network), the LNG, or other alternative fuel, refuelling points in maritime ports in the TEN-T Core Network must be set up by 31 December 2030 at the latest.

Actual market needs and existing

bunkering points shall be taken into consideration when defining the network of LNG refuelling points in inland ports.

Or. fr

Justification

A date should be chosen which is consistent with that of the implementation of the TEN-T core network (2030). The economic relevance of deployment in all ports should be subject to a market study on a case-by-case basis. While access to natural gas supply for third parties in maritime and inland ports should be studied, this should not be made a requirement which could penalise the companies that financed the installation costs, which would see their competitors benefit from it, and the economic relevance of deployment in all ports should be subject to a market study on a case-by-case basis.

Amendment 308

Brian Simpson

Proposal for a directive

Article 6 – paragraph 2

Text proposed by the Commission

2. Member States shall ensure that publicly accessible LNG refuelling points for inland waterway transport are provided in all inland ports of the TEN-T Core Network, by 31 December 2025 at the latest.

Amendment

2. Member States shall ensure that publicly accessible LNG ***or other alternative fuel*** refuelling points for inland waterway transport are provided in all inland ports of the TEN-T Core Network, by 31 December 2025 at the latest.

Or. en

Amendment 309

Dominique Vlasto, Christine De Veyrac, Michel Dantin, Dominique Riquet

Proposal for a directive

Article 6 – paragraph 2

Text proposed by the Commission

2. Member States shall ensure that publicly accessible LNG refuelling points for inland

Amendment

2. Member States, ***in close cooperation with regional and local authorities and***

waterway transport *are provided in all inland ports of the TEN-T Core Network*, by 31 December **2025** at the latest.

with the sector concerned, shall ensure that *the main inland ports of the Trans-European Transport (TEN-T) Core Network are equipped with* publicly accessible LNG refuelling points for *maritime and* inland waterway transport, *with appropriate distances between them, to allow the circulation of LNG vessels Union-wide* by 31 December **2030** at the latest.

Actual market needs and existing bunkering points shall be taken into consideration when defining the network of LNG refuelling points in inland ports.

Or. fr

Justification

While the rapporteur's proposal is to be supported, the timetable needs to be brought into line with that provided for in the TEN-T guidelines for completion of the core network. It must be possible to determine the inland ports in which LNG refuelling points should be available on the basis of the actual market needs and the existing bunkering points.

Amendment 310 **Petri Sarvamaa**

Proposal for a directive **Article 6 – paragraph 2**

Text proposed by the Commission

2. Member States shall ensure that publicly accessible LNG refuelling points for inland waterway transport are provided in all inland ports of the TEN-T Core Network, by 31 December **2025** at the latest.

Amendment

2. Member States shall ensure that publicly accessible LNG refuelling points for inland waterway transport are provided in all inland ports of the TEN-T Core Network, by 31 December **2035** at the latest.

Or. en

Amendment 311 **Izaskun Bilbao Barandica**

Proposal for a directive
Article 6 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all ports included in their National Policy Frameworks, established in accordance with Article 3, including at least 40% of the maritime ports of the TEN-T Core Network, by 31 December 2020 at the latest.

Or. en

Amendment 312
Gesine Meissner

Proposal for a directive
Article 6 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The Commission shall propose an amendment of Directive 2006/87/EC of the European Parliament and of the Council and of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) in order to allow normal use and transportation of LNG on inland waterways.

Or. en

Justification

Currently neither the transportation nor the bunkering of LNG on inland waterways is possible. The transport and bunkering currently taking place is based on an exemption granted in individual cases in the current legislation. It is evident that the legislation should be adapted to fully allow the transport and bunkering of LNG on inland waterways.

Amendment 313
Izaskun Bilbao Barandica

Proposal for a directive
Article 6 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2b. In view of the effective development of LNG demand and supply network, the Commission shall assess and propose by 2020 the compliance and future deadlines for its completion if needed.

Or. en

Amendment 314
Izaskun Bilbao Barandica

Proposal for a directive
Article 6 – paragraph 3

Text proposed by the Commission

Amendment

3. Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this purposes, publicly accessible refuelling points for LNG shall be established within distances not exceeding 400 km by 31 December **2020** at the latest.

3. Member States, ***in close cooperation with regional and local authorities and with the industry concerned***, shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this purposes, publicly accessible refuelling points for LNG shall be established within distances not exceeding 400 km by 31 December **2016** at the latest.

Or. es

Amendment 315
Dominique Vlasto, Christine De Veyrac

Proposal for a directive
Article 6 – paragraph 3

Text proposed by the Commission

3. Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this **purposes**, publicly accessible refuelling points for LNG shall be established within distances not exceeding **400 km** by 31 December **2020** at the latest.

Amendment

3. Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this **purpose**, publicly accessible refuelling points for LNG shall be established within distances not exceeding **800 km** by 31 December **2030** at the latest.

Or. fr

Justification

The timetable needs to be brought into line with that provided for in the TEN-T guidelines for completion of the core network. As the autonomy of heavy duty motor vehicles is around 1000 km, a distance of 800 km should ensure adequate geographic coverage and a reasonable financial burden. This requirement is compatible with the professional nature of transport by heavy duty motor vehicle.

Amendment 316
Gilles Pargneaux

Proposal for a directive
Article 6 – paragraph 3

Text proposed by the Commission

3. Member States **shall** cooperate to ensure **that** heavy duty motor vehicles **running on LNG can travel all along the roads on the TEN-T Core Network. For this purposes, publicly accessible refuelling points for LNG shall be established within distances not exceeding 400 km** by 31 December **2020** at the latest.

Amendment

3. Member States **may** cooperate to ensure **a sufficient number of freely accessible LNG refuelling points are installed on roads in the TEN-T Core Network to allow the circulation of** heavy duty motor vehicles **in the Union** by 31 December **2030** at the latest.

Or. fr

Justification

Member States should be free to choose the type of alternative fuel appropriate to each area of the Core Network, as provided for in the TEN-T Regulation.

Amendment 317

Keith Taylor

Proposal for a directive

Article 6 – paragraph 3

Text proposed by the Commission

3. Member States shall cooperate to ensure that **heavy duty** motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. **For this purposes, publicly accessible refuelling points for LNG shall be established within distances not exceeding 400 km by 31 December 2020 at the latest.**

Amendment

3. Member States shall cooperate to ensure that **heavy-duty** motor vehicles running on LNG, **hydrogen or advanced biofuels** can travel all along the roads on the TEN-T Core Network.

Or. en

Amendment 318

Michel Dantin

Proposal for a directive

Article 6 – paragraph 3

Text proposed by the Commission

3. Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this **purposes**, publicly accessible refuelling points for LNG shall be established within distances not exceeding **400** km by 31 December **2020** at the latest.

Amendment

3. Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this **purpose**, publicly accessible refuelling points for LNG shall be established within distances not exceeding **600** km by 31 December **2030** at the latest.

Or. fr

Amendment 319
Gesine Meissner

Proposal for a directive
Article 6 – paragraph 3

Text proposed by the Commission

3. Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this purposes, publicly accessible refuelling points for LNG shall be established within distances not exceeding **400** km by 31 December 2020 at the latest.

Amendment

3. Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this purposes, publicly accessible refuelling points for LNG shall be established within distances not exceeding **300** km by 31 December 2020 at the latest.

Or. en

Amendment 320
Petri Sarvamaa

Proposal for a directive
Article 6 – paragraph 3

Text proposed by the Commission

3. Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this purposes, publicly accessible refuelling points for LNG shall be established within distances not exceeding 400 km by 31 December **2020** at the latest.

Amendment

3. Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this purposes, publicly accessible refuelling points for LNG shall be established within distances not exceeding 400 km by 31 December **2030** at the latest.

Or. en

Amendment 321
Izaskun Bilbao Barandica

Proposal for a directive
Article 6 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Every three years the Commission shall assess the number of refuelling points and the maximum distances set out in paragraph 3 for the main transport routes. The Commission shall be empowered to reduce this distance. If the distance is reviewed, the Commission shall propose a new deadline to meet the new requirements.

Or. en

Amendment 322

Izaskun Bilbao Barandica

**Proposal for a directive
Article 6 – paragraph 4**

Text proposed by the Commission

Amendment

4. All LNG refuelling points for maritime and inland waterway transport shall comply with the technical specifications set out in Annex III.3.1 by 31 December 2015 at the latest.

4. All LNG refuelling points for maritime and inland waterway transport **as well as the necessary associated facilities (e.g. storage tanks, pontoons, etc.)** shall comply with the technical specifications set out in Annex III.3.1 by 31 December 2015 at the latest.

Or. en

Amendment 323

Luis de Grandes Pascual

**Proposal for a directive
Article 6 – paragraph 4**

Text proposed by the Commission

Amendment

4. All LNG refuelling points for maritime and inland waterway transport shall comply with the technical specifications set

4. All LNG refuelling points for maritime and inland waterway transport shall comply with the technical specifications set

out in Annex III.3.1 by **31 December 2015** at the latest.

out in Annex III.3.1 by at the latest **two years after the entry into force of this Directive**.

Or. es

Amendment 324
Petri Sarvamaa

Proposal for a directive
Article 6 – paragraph 4

Text proposed by the Commission

4. All LNG refuelling points for maritime and inland waterway transport shall comply with the technical specifications set out in Annex III.3.1 by 31 December **2015** at the latest.

Amendment

4. All LNG refuelling points for maritime and inland waterway transport shall comply with the technical specifications set out in Annex III.3.1 by 31 December **2025** at the latest.

Or. en

Amendment 325
Luis de Grandes Pascual

Proposal for a directive
Article 6 – paragraph 5

Text proposed by the Commission

5. All publicly accessible LNG refuelling points for motor vehicles shall comply with the technical specifications set out in Annex III.3.2 by **31 December 2015** at the latest.

Amendment

5. All publically accessible LNG refuelling points for motor vehicles shall comply with the technical specifications set out in Annex III.3.2 by at the latest **two years after the entry into force of this Directive**.

Or. es

Amendment 326
Petri Sarvamaa

Proposal for a directive
Article 6 – paragraph 5

Text proposed by the Commission

5. All publicly accessible LNG refuelling points for motor vehicles shall comply with the technical specifications set out in Annex III.3.2 by 31 December **2015** at the latest.

Amendment

5. All publicly accessible LNG refuelling points for motor vehicles shall comply with the technical specifications set out in Annex III.3.2 by 31 December **2025** at the latest.

Or. en

Amendment 327
Bogusław Liberadzki

Proposal for a directive
Article 6 – paragraph 6

Text proposed by the Commission

6. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of **150** km, to allow the circulation of CNG vehicles Union-wide by 31 December 2020 at the latest.

Amendment

6. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of **50** km, to allow the circulation of CNG vehicles Union-wide by 31 December 2020 at the latest.

Or. en

Amendment 328
Izaskun Bilbao Barandica

Proposal for a directive
Article 6 – paragraph 6

Text proposed by the Commission

6. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150 km, to allow the circulation of CNG vehicles Union-wide by 31 December **2020** at the latest.

Amendment

6. Member States shall ensure, ***in close cooperation with regional and local authorities and with the industry concerned*** that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150

km, to allow the circulation of CNG vehicles Union-wide by 31 December **2016** at the latest.

Or. es

Amendment 329
Keith Taylor

Proposal for a directive
Article 6 – paragraph 6

Text proposed by the Commission

6. Member States shall ***ensure that a sufficient number of*** publicly accessible refuelling points ***are available, with maximum distances of 150 km,*** to allow the circulation of CNG vehicles ***Union-wide*** by 31 December 2020 at the latest.

Amendment

6. Member States shall ***encourage the build-up of*** publicly accessible refuelling points to allow the circulation of CNG vehicles by 31 December 2020 at the latest.

Or. en

Amendment 330
Sari Essayah

Proposal for a directive
Article 6 – paragraph 6

Text proposed by the Commission

6. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150 km, to allow the circulation of CNG vehicles Union-wide by 31 December 2020 at the latest.

Amendment

6. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150 km, to allow the circulation of CNG vehicles Union-wide by 31 December 2020 at the latest. ***An exception shall be permitted for sparsely populated regions, where refuelling points on main roads close to population centres shall be spaced not more than 250 km apart.***

Or. fi

Amendment 331

Dominique Vlasto, Christine De Veyrac, Michel Dantin

Proposal for a directive

Article 6 – paragraph 6

Text proposed by the Commission

6. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, **with maximum distances of 150 km**, to allow the circulation of CNG vehicles **Union-wide** by 31 December **2020** at the latest.

Amendment

6. Member States shall ensure, **on the basis of identified real market needs and cost-effectiveness**, that a sufficient number of publicly accessible refuelling points are available to allow the circulation of CNG vehicles **in the Union** by 31 December **2030** at the latest.

Or. fr

Justification

The close link between production and distribution of CNG in the Member States points to the need to take account of technical feasibility and cost-effectiveness when deciding on the network and timeframe for building up sufficient, sustainable and economically viable infrastructure for the supply of CNG. It would be unrealistic to set excessively stringent requirements, given that some countries do not have the necessary resources and that demand is low and concentrated in urban captive fleets.

Amendment 332

Gesine Meissner

Proposal for a directive

Article 6 – paragraph 6

Text proposed by the Commission

6. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of **150 km**, to allow the circulation of CNG vehicles Union-wide by 31 December 2020 at the latest.

Amendment

6. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of **100 km and every 5 km in urban areas**, to allow the circulation of CNG vehicles Union-wide by 31 December 2020 at the latest.

Or. en

Justification

To allow a wider distribution of CNG vehicles, a network of refuelling points in urban areas has to be provided.

Amendment 333

Petri Sarvamaa

Proposal for a directive

Article 6 – paragraph 6

Text proposed by the Commission

6. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150 km, to allow the circulation of CNG vehicles Union-wide by 31 December **2020** at the latest.

Amendment

6. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150 km, to allow the circulation of CNG vehicles Union-wide by 31 December **2030** at the latest.

Or. en

Amendment 334

Izaskun Bilbao Barandica

Proposal for a directive

Article 6 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. Every three years the Commission shall assess the number of refuelling points and the maximum distances set out in paragraph 6 for the main transport routes. The Commission shall be empowered to reduce this distance. If the distance is reviewed, the Commission shall propose a new deadline to meet the new requirements.

Or. en

Amendment 335
Izaskun Bilbao Barandica

Proposal for a directive
Article 6 – paragraph 6 b (new)

Text proposed by the Commission

Amendment

6b. Member States shall ensure that at least one mixed (public and private) refuelling point is installed in cities with more than 100.000 inhabitants, being able to supply the municipal urban fleet and the private vehicles of citizens, by 31 December 2016 at the latest.

Or. en

Amendment 336
Izaskun Bilbao Barandica

Proposal for a directive
Article 6 – paragraph 6 c (new)

Text proposed by the Commission

Amendment

6c. Member States shall ensure that at least two publicly accessible refuelling points are installed in cities with more than 350.000 inhabitants, by 31 December 2016 at the latest.

Or. en

Amendment 337
Petri Sarvamaa

Proposal for a directive
Article 6 – paragraph 7

Text proposed by the Commission

Amendment

7. All CNG refuelling points for motor vehicles shall comply with the technical

7. All CNG refuelling points for motor vehicles shall comply with the technical

specifications set out in Annex III.3.3, no later than by 31 December **2015**.

specifications set out in Annex III.3.3, no later than by 31 December **2025**.

Or. en

Amendment 338

Gesine Meissner

Proposal for a directive

Article 6 – paragraph 8

Text proposed by the Commission

8. All CNG refuelling points for motor vehicles shall provide gas at a quality ***that is required for use in current and advanced technology CNG vehicles.***

Amendment

8. All ***LNG and*** CNG refuelling points for motor vehicles shall provide gas at a quality ***complying with the standards developed by CEN.***

Or. en

Justification

Discussions on gas quality for CNG and LNG should continue with all involved stakeholders within CEN (European Committee for Standardisation) and not only reflect the needs of the vehicle manufacturers.

Amendment 339

Hannu Takkula

Proposal for a directive

Article 6 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

9 a. Member States can depart from the requirements in this article if:

- regional circumstances, such as climate, sparse population, geographical location, distances and traffic flows, indicate the requirement is not reasonable compared to its benefits;

-the requirement cannot be achieved in a

cost-effective way;

-the objective of this Directive can be reached otherwise by prioritising some other alternative fuel, infrastructure or technology;

- the technical development of fuels, vehicles or transportation methods indicate that the requirement becomes unreasonable compared to its benefits;

- other regional circumstances indicate the requirements are clearly not suitable for a specific region.

Or. en

Justification

More flexibility is needed in the Directive to take into account the different regional circumstances and the technical development in the Union. Natural gas is very suitable as a fuel in some regions, but not in other regions. It is more important to support natural gas in those regions where it fits and where the traffic flows of gas vehicles are substantial rather than setting a kilometre-based requirement for all regions in the Union. Also more research of natural gas and gas vehicles is needed and the results may influence the effect of these provisions.

Amendment 340

Petri Sarvamaa

Proposal for a directive

Article 6 – paragraph 10 – subparagraph 1 – introductory part

Text proposed by the Commission

The Commission shall adopt implementing acts regarding:

Amendment

The Commission shall adopt implementing acts **for five years** regarding:

Or. en

Amendment 341

Markus Pieper

Proposal for a directive
Article 6 a (new)

Text proposed by the Commission

Amendment

Article 6a

Liquid gas supply for transport

Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150 km, to allow the circulation of CNG vehicles Union-wide by 31 December 2020 at the latest. In states where LPG is already established, efforts should be made to ensure full coverage at motorway refuelling stations.

Or. de

Amendment 342
Carlo Fidanza

Proposal for a directive
Article 6 a (new)

Text proposed by the Commission

Amendment

Article 6a

LPG supply for transport

1. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150 km, and one refuelling station per 150 000 inhabitants in urban areas, to allow the circulation of LPG vehicles Union-wide by 31 December 2020 at the latest.

2. All publicly accessible LPG refuelling points for motor vehicles shall comply with the technical specifications set out in point 3a of Annex III by 31 December 2015 at the latest.

Or. en

Justification

This amendment seeks to replace amendments 47, 53 and 54 of the draft report, by separating LPG from the provisions on natural gas.

Amendment 343

Keith Taylor

Proposal for a directive

Article 7 – paragraph 1 – introductory part

Text proposed by the Commission

1. Without prejudice to Directive 2009/30/EC, Member States shall ensure that relevant, clear and simple information on the compatibility between all fuels on the market and vehicles is available:

Amendment

1. Without prejudice to Directive 2009/30/EC, Member States shall ensure that relevant, clear and simple information on the compatibility between all fuels (***also based on CO₂ emissions***) on the market and ***the fuel efficiency of*** vehicles is available:

Or. en

Amendment 344

Keith Taylor

Proposal for a directive

Article 7 – paragraph 1 – point c

Text proposed by the Commission

(c) on the vehicle. This requirement shall apply to all new vehicles sold on the territory of the Member States from [the date of the transposition of this Directive], and for all other vehicles registered on the territory of the Member States from the date of the first technical control of the vehicles following [the date of the transposition of this Directive].

Amendment

(c) on the vehicle. ***For electric vehicles, electricity consumption shall be measured by an on-board metering system.*** This requirement shall apply to all new vehicles sold on the territory of the Member States from [the date of the transposition of this Directive], and for all other vehicles registered on the territory of the Member States from the date of the first technical control of the vehicles following [the date of the transposition of this Directive].

Or. en

Amendment 345
Keith Taylor

Proposal for a directive
Article 7 – paragraph 3

Text proposed by the Commission

3. The same graphical expression mentioned in paragraph 2 shall be used for meeting the requirements set out in paragraph 1.

Amendment

3. The same graphical expression mentioned in paragraph 2 shall be used for meeting the requirements set out in paragraph 1. ***Also included in the graphical expression shall be information on the carbon footprint of different fuel options to the consumer, as described in Initiative 29 of the White Paper ‘Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System’.***

Or. en

Amendment 346
Carlo Fidanza

Proposal for a directive
Article 7 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3b. By [date of the transposition of this Directive], the Commission shall submit a legislative proposal in order to ensure that fuel suppliers standardise the colour of the hoses and nozzles used for the delivery of petrol and diesel at refuelling stations throughout the Union.

Or. en

Justification

Requiring fuel suppliers to adopt a common colour marking for dispensers is a simple task. It would facilitate consumers to identify more easily at the filling station the fuel they need. Fuel suppliers should in particular adopt common colours for the hoses and nozzles used for the delivery of petrol and diesel. Existing CEN standards do not provide for a common colour marking.

Amendment 347

Silvia-Adriana Țicău

Proposal for a directive

Article 8 – paragraph 2

Text proposed by the Commission

2. The delegation of power referred to in Articles 3, 4, 5, and 6 shall be conferred on the Commission for *an indeterminate* period of *time*.

Amendment

2. The delegation of power referred to in Articles 3, 4, 5, and 6 shall be conferred on the Commission for *a period of five years, starting from [OPOCE, please insert the date of entry into force of this directive]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.*

Or. ro

Amendment 348

Petri Sarvamaa

Proposal for a directive

Article 8 – paragraph 2

Text proposed by the Commission

2. The delegation of power referred to in Articles 3, 4, 5, and 6 shall be conferred on

Amendment

2. The delegation of power referred to in Articles 3, 4, 5, and 6 shall be conferred on

the Commission for *an indeterminate period of time*.

the Commission for *five years*.

Or. en

Amendment 349
Juozas Imbrasas

Proposal for a directive
Article 10 – paragraph 1

Text proposed by the Commission

1. Each Member State shall submit a report to the Commission on the national policy framework and its implementation by [two years after the entry into force of this Directive], and every **2** years thereafter. These reports shall include information set out in Annex I.

Amendment

1. Each Member State shall submit a report to the Commission on the national policy framework and its implementation by [two years after the entry into force of this Directive], and every **3** years thereafter. These reports shall include information set out in Annex I.

Or. It

Amendment 350
Juozas Imbrasas

Proposal for a directive
Article 10 – paragraph 2 – subparagraph 1

Text proposed by the Commission

The Commission shall submit a report on the application of this Directive to the European Parliament and the Council every **two** years with effect from [two years after the transposition date of this Directive].

Amendment

The Commission shall submit a report on the application of this Directive to the European Parliament and the Council every **three** years with effect from [two years after the transposition date of this Directive].

Or. It

Amendment 351
Vilja Savisaar-Toomast

Proposal for a directive
Article 10 – paragraph 2 – subparagraph 4

Text proposed by the Commission

The Commission report shall assess the requirements and the dates set out in this Directive in respect to the infrastructure build-up and implementation of specifications, taking into account the technical, economic and market developments of the respective alternative fuels, accompanied if appropriate by a legislative proposal.

Amendment

The Commission report shall assess the requirements, **targets** and the dates set out in this Directive in respect to the infrastructure build-up and implementation of specifications, taking into account the technical, economic and market developments of the respective alternative fuels, accompanied if appropriate by a legislative proposal.

Or. en

Amendment 352
Vilja Savisaar-Toomast

Proposal for a directive
Article 10 – paragraph 2 – subparagraph 4 a (new)

Text proposed by the Commission

Amendment

The Commission shall be empowered to adopt delegated acts in accordance with Article 290 of the Treaty on the Functioning of the European Union to review the number of publicly accessible recharging points laid out in Annex II of this Directive. The Commission shall base its delegated acts on the electric vehicle uptake as described in the reports submitted by the Member States to the Commission on the implementation of the national policy frameworks in accordance with Article 3 and Annex I and taking into account the electric vehicle uptake in accordance with Article 4 point 2a.

Or. en

Justification

The targets must correspond to actual demand. This can be solved through delegating specific powers to the Commission to amend the infrastructure targets set out in Annex II.

Amendment 353

Ismail Ertug

Proposal for a directive

Article 10 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. The Commission shall, no later than 31 December 2015, submit a proposal to the European Parliament and to the Council on a comprehensive European electric mobility strategy which is based on best practice and takes into account individual market needs and developments in the Member States and which aims to achieve the broadest possible shift to sustainable electric mobility.

Or. de

Justification

A cross-sectoral European strategy for electric mobility is necessary to achieve the objectives by means of sustainable mobility.

Amendment 354

Oldřich Vlasák

Proposal for a directive

Annex I – introductory part

Text proposed by the Commission

Amendment

The National Policy Framework ***shall*** contain ***at least*** the following elements:

The National Policy Framework ***should*** contain ***in particular*** the following elements:

Justification

Based on the subsidiarity principle, Member States shall be allowed to decide on concrete measures supporting the development of alternative fuels infrastructure.

Amendment 355
Izaskun Bilbao Barandica

Proposal for a directive
Annex I – point 1

Text proposed by the Commission

A regulatory framework shall consist of measures to support the build up of alternative fuels infrastructure, such as building permits, parking lots permits, environmental performance of businesses certification, fuel stations concessions.

Amendment

A regulatory framework shall consist of measures to support the build up of alternative fuels infrastructure, such as building permits, parking lots permits, environmental performance of businesses certification, fuel stations concessions. ***In order to ensure that a request of an intended alternative fuel provider is authorised within three months from the request, the regulatory framework should include details on the applicable technical and administrative procedures, personnel, methodology, legislation, etc. to avoid bureaucratic and legislative delays.***

Amendment 356
Izaskun Bilbao Barandica

Proposal for a directive
Annex I – point 2 – indent 4 a (new)

Text proposed by the Commission

Amendment

- List of priority ports, either part or not of the TEN-T Core Network, with time schedule of application for each one of

them;

Or. en

Amendment 357
Izaskun Bilbao Barandica

Proposal for a directive
Annex I – point 2 – indent 4 b (new)

Text proposed by the Commission

Amendment

- Where necessary, specific measures for applying in each port the general rules and procedures established and the applicable administrative procedures;

Or. en

Amendment 358
Izaskun Bilbao Barandica

Proposal for a directive
Annex I – point 2 – indent 4 c (new)

Text proposed by the Commission

Amendment

- Harmonisation of the regulatory framework related with the homologation of new or retrofitted CNG or LNG vehicles, their safety for circulation, parking and periodic reviews to do.

Or. en

Amendment 359
Keith Taylor

Proposal for a directive
Annex I – point 3

Text proposed by the Commission

Amendment

3. Deployment and manufacturing support

deleted

Yearly public budget allocated for alternative fuels infrastructure deployment, differentiated by fuel and transport mode (road, rail, water and air).

Yearly public budget allocated to support manufacturing plants for alternative fuels technologies, differentiated by fuel and transport mode.

Or. en

Amendment 360

Keith Taylor

Proposal for a directive

Annex I – point 5 – indent 1

Text proposed by the Commission

Amendment

– 2020 national targets for the deployment of alternative fuels in the different transport modes (road, rail, water and air) and for the relevant infrastructure;

– 2020 national targets for **global reduction in the consumption of energy and of oil and its derivatives, in the transport sector, reduction of urban congestion and the deployment of electrified public transport services and** of alternative fuels in the different transport modes (road, rail, water and air) and for the relevant infrastructure;

Or. en

Amendment 361

Bogusław Liberadzki

Proposal for a directive

Annex I – point 5 – indent 2

Text proposed by the Commission

– national targets, established year by year, for the deployment of alternative fuels in the different transport modes and for the relevant infrastructure in order to achieve 2020 national targets.

Amendment

– national targets, established year by year, for the deployment of alternative fuels **(electricity, hydrogen, CNG, biofuels, etc.)** in the different transport modes and for the relevant infrastructure in order to achieve 2020 national targets.

Or. en

Justification

A specification of minimum alternative infrastructure is recommended.

Amendment 362

Michel Dantin, Dominique Riquet, Dominique Vlasto

Proposal for a directive

Annex I – point 5 a (new)

Text proposed by the Commission

Amendment

5a. Market developments

*An annual report on changes in supply **(additional infrastructure capacity) and demand (capacity actually used) on alternative fuel markets, on direct and indirect costs and on changes in tax revenue.***

Or. fr

Justification

National policy frameworks should take account of market characteristics and developments, which must be reflected in the national targets.

Amendment 363

Keith Taylor

**Proposal for a directive
Annex II**

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

**Amendment 364
Erik Bánki**

**Proposal for a directive
Annex II**

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

**Amendment 365
Jacqueline Foster**

**Proposal for a directive
Annex II – title**

Text proposed by the Commission

Amendment

Minimum number of electric vehicle
recharging points in each Member State

Indicative number of electric vehicle
recharging points in each Member State.

Or. en

Justification

It is not appropriate to set mandatory binding targets for the deployment of electric vehicle infrastructure as ambitions cannot be achieved simply through the setting of unrealistic mandatory targets. Member States should have ambitious plans for the uptake in electric vehicles and infrastructure deployment should continue to be based according to local market demands and remain cost effective.

Amendment 366
Phil Bennion

Proposal for a directive
Annex II – title

Text proposed by the Commission

Minimum number of electric vehicle recharging points in each Member State

Amendment

Indicative number of electric vehicle recharging points in each Member State

Or. en

Amendment 367
Oldřich Vlasák

Proposal for a directive
Annex II – title

Text proposed by the Commission

Minimum number of electric vehicle recharging points in each Member State

Amendment

Indicative number of electric vehicle recharging points in each Member State

Or. en

Amendment 368
Vilja Savisaar-Toomast

Proposal for a directive
Annex II – title

Text proposed by the Commission

Minimum number of electric vehicle recharging points in each Member State

Amendment

Estimated number of electric vehicle recharging points in each Member State **by 2020**

Or. en

Amendment 369
Ismail Ertug

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Proposal for a directive
Annex II

<i>Text proposed by the Commission</i>		
Member State	<i>Number of recharging points (in thousands)</i>	Number of publicly accessible recharging points (in thousands)
BE	207	21
BG	69	7
CZ	129	13
DK	54	5
DE	1503	150
EE	12	1
IE	22	2
EL	128	13
ES	824	82
FR	969	97
IT	1255	125
CY	20	2
LV	17	2
LT	41	4
LU	14	1
HU	68	7
MT	10	1
NL	321	32
AT	116	12
PL	460	46
PT	123	12
RO	101	10
SI	26	3
SK	36	4
FI	71	7
SE	145	14

UK	1221	122
HR	38	4
<i>Amendment by Parliament</i>		
Member State	Number of publicly accessible recharging points (in thousands)	
BE		12
BG		4
CZ		7
DK		3
DE		86
EE		1
IE		1
EL		7
ES		47
FR		55
IT		72
CY		1
LV		1
LT		2
LU		1
HU		4
MT		1
NL		18
AT		7
PL		26
PT		7
RO		6
SI		1
SK		2
FI		4
SE		8

UK	70
HR	2

Or. de

Justification

Member States shall ensure, within the national strategy framework, that there is a sufficient number of publicly accessible charging points which will enable electric vehicles to be charged quickly in urban agglomerations. The minimum number of charging points for electric vehicles in each Member State should ensure adequate infrastructure for a Europe-wide fleet of around 2.3 million electric vehicles or an electric vehicle share of the new vehicle market in the EU of around 3 % by 2020.

Amendment 370
Silvia-Adriana Țicău

Proposal for a directive
Annex II

<i>Text proposed by the Commission</i>		
Member State	Number of recharging points (in thousands)	Number of publicly accessible recharging points (in thousands)
BE	207	21
BG	69	7
CZ	129	13
DK	54	5
DE	1503	150
EE	12	1
IE	22	2
EL	128	13
ES	824	82
FR	969	97
IT	1255	125
CY	20	2
LV	17	2
LT	41	4

LU	14	1
HU	68	7
MT	10	1
NL	321	32
AT	116	12
PL	460	46
PT	123	12
RO	101	10
SI	26	3
SK	36	4
FI	71	7
SE	145	14
UK	1221	122
HR	38	4
<i>Amendment by Parliament</i>		
Member State	Number of recharging points (in thousands)	Number of publicly accessible recharging points (in thousands)
BE	207	187
BG	69	62
CZ	129	116
DK	54	47
DE	1503	1353
EE	12	11
IE	22	20
EL	128	115
ES	824	742
FR	969	872
IT	1255	1130
CY	20	18
LV	17	15
LT	41	37
LU	14	13

HU	68	61
MT	10	9
NL	321	289
AT	116	104
PL	460	414
PT	123	111
RO	101	91
SI	26	23
SK	36	32
FI	71	64
SE	145	131
UK	1221	1099
HR	38	34

Or. ro

Amendment 371
Carlo Fidanza

Proposal for a directive
Annex III – point 1 – point 1.1

Text proposed by the Commission

Alternate Current (AC) slow recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of Type 2 as described in standard EN62196-2:2012.

Amendment

Alternate Current (AC) **normal** recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of Type 2 as described in standard EN62196-2:2012.

Such recharging points may be equipped with a Type 2-compatible socket outlet comprising additional safety features such as a safety shutter, in particular with a view to complying with relevant national requirements. To that end, the standard EN 62196-2:2012 shall be revised promptly and kept up to date in the light of technological progress and developments in good engineering practice in safety matters.

Amendment 372
Izaskun Bilbao Barandica

Proposal for a directive
Annex III – point 1 – point 1.1

Text proposed by the Commission

Alternate Current (AC) slow recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of Type 2 *as described in standard EN62196-2:2012*.

Amendment

Alternate Current (AC) slow recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of Type 2 ***which must include the possibility of additional safety features such as a safety shutter for electrical socket.***

Or. en

Amendment 373
Gilles Pargneaux

Proposal for a directive
Annex III – point 1 – point 1.1

Text proposed by the Commission

Alternate Current (AC) ***slow*** recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of Type 2 as described in standard EN62196-2:2012.

Amendment

Alternate Current (AC) ***normal*** recharging points for electric vehicles shall be equipped, for interoperability purposes, ***at least*** with connectors of Type 2 as described in standard EN62196-2:2012, ***and possibly supplied with a charging socket containing additional safety devices, such as safety shutters.***

Or. fr

Justification

Electrical installations for normal charging must comply with the ‘specific safety requirements in force at national level’. The standard proposed by the Commission is not

compatible with the national safety laws in several Member States.

Amendment 374

Luis de Grandes Pascual

Proposal for a directive

Annex III – point 1 – point 1.1

Text proposed by the Commission

Alternate Current (AC) *slow* recharging points for electric vehicles shall be equipped, for interoperability purposes, with *connectors* of Type 2 as described in standard EN62196-2:2012.

Amendment

Alternate Current (AC) *normal* recharging points for electric vehicles shall be equipped, for interoperability purposes, with *a socket-outlet (on the infrastructure side)* of Type 2 as described in standard EN62196-2:2012 *that shall comply with all specific safety requirements and, where required, additional safety features, such as a safety shutter. To that end, the standard EN62196-2:2012 shall be kept up to date.*

Or. en

Amendment 375

Carlo Fidanza

Proposal for a directive

Annex III – point 1– point 1.1– paragraph 1 a (new)

Text proposed by the Commission

Alternate Current (AC) normal recharging points for L-category electric vehicles shall be equipped with connectors as described in IEC/TR 60083. Where these connectors do not meet on-street recharging national regulations, the recharging points shall comply with the standard EN 61851-1:2011 and shall be equipped with connectors of Type 3a as described in standard EN 62196-2:2012.

Or. en

Justification

Reference to IEC/TR 60083 “Plugs and socket outlets for domestic and similar general use standardized in member countries of IEC” allows whenever possible the use of smaller-sized and more cost-efficient connectors, meeting standards in force in the different EU Member States.

Amendment 376

Phil Bennion, Jacqueline Foster

Proposal for a directive

Annex III – point 1 – point 1.2 – paragraph 2

Text proposed by the Commission

Direct Current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors *of* Type "Combo 2" as described in the relevant EN standard, to be adopted by 2014.

Amendment

Direct Current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, with **multi-standard** connectors **providing both "CHAdeMO" and** Type "Combo 2" **connection**, as described in the relevant EN standard, to be adopted by 2014.

Or. en

Justification

It is important that future standards are technology neutral and in line with the electric vehicles being produced and used in the EU.

Amendment 377

Gilles Pargneaux

Proposal for a directive

Annex III – point 1 – point 1.2 – paragraph 2

Text proposed by the Commission

Direct Current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of Type "Combo 2" as described in the relevant EN standard, **to be adopted by**

Amendment

New Direct Current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of Type "Combo 2" as described in the relevant EN standard.

2014.

Or. fr

Justification

The addition of the word 'new' is intended to focus efforts on new installations without systematically requiring costly modifications to existing installations, provided that overall the Directive's quantitative objectives are achieved.

Amendment 378

Peter van Dalen

Proposal for a directive

Annex III – point 1 – point 1.2 – paragraph 2

Text proposed by the Commission

Direct Current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of Type "Combo 2" as described in the relevant EN standard, to be adopted by 2014.

Amendment

Direct Current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, with

- connectors of Type "Combo 2" as described in the relevant EN standard, to be adopted by 2014, **or**

- **'Chademo' connectors, or**

- **a Direct Current fast recharging system to be selected.**

On 1 January 2018, the Commission may, if so desired, decide to select one of the Direct Current fast recharging systems as the European standard.

Or. nl

Amendment 379

Carlo Fidanza

Proposal for a directive

Annex III – point 1 – point 1.2 – paragraph 2

Text proposed by the Commission

Direct Current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of **Type "Combo 2"** as described in **the relevant EN standard, to be adopted by 2014.**

Amendment

New Direct Current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, with **at least** connectors of **Combined AC/DC Charging Systems "Combo 2"** as described in standard **EN62196-3.**

Or. en

Justification

This amendment is aimed at safeguarding the existing technology on the market with regards to new direct current recharging points, keeping, however, the main objective of a single standard as indicated by the Commission proposal.

Amendment 380
Inés Ayala Sender

Proposal for a directive
Annex III – point 1 – point 1.2 – paragraph 2

Text proposed by the Commission

Direct Current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of Type "Combo 2" **as** described in the relevant EN **standard**, to be adopted by 2014.

Amendment

Direct Current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, with connectors of Type "Combo 2" **or any other type of connector** described in the relevant EN **standards**, to be adopted by 2014.

Or. es

Justification

The EN standard being developed by the standardisation bodies CEN/CENELEC covers various types of connectors. For the Directive to be technologically neutral, all the connectors recognised by this standard should be included. This amendment also enables the connectors currently on the market to be recognised by this Directive and continue being used in the future.

Amendment 381
Marian-Jean Marinescu

Proposal for a directive
Annex III – point 1 – point 1.2 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

However, during a transitional period until 1 January 2019, these recharging points must also be equipped with the ‘CHAdeMO’ system.

Or. fr

Amendment 382
Gilles Pargneaux

Proposal for a directive
Annex III – point 1 – point 1.2 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

During a transitional period ending on 31 December 2027 the new Direct Current (DC) fast recharging points for electric vehicles may be simultaneously equipped with different existing connector standards for DC fast recharging points.

Or. fr

Justification

The proposed final subparagraph should allow for a transitional stage for fast recharging during which the recharging points must be equipped with the two types of connector currently on the market (CHAdeMO and Combo 2).

Amendment 383
Keith Taylor

Proposal for a directive
Annex III – point 1 – point 1.3 a (new)

Text proposed by the Commission

Amendment

1.3a. Electricity supply to be installed in airports for use in stationary airplanes as well as mobile equipment at airports, including the design, installation and testing of the systems, shall comply with the relevant EN standard [to be defined by the Commission].

Or. en

Amendment 384
Inés Ayala Sender

Proposal for a directive
Annex III – point 1 – point 1.3 a (new)

Text proposed by the Commission

Amendment

1.3a. Not later than two years after the entry into force of this Directive, the Commission shall adopt measures setting out the modalities for standardised energy exchange at charging points for electric buses. Those implementing acts shall be adopted in accordance with the procedure referred to in Article 9.

Or. es

Justification

The technical standards referred in this Annex apply to charging points for cars and are not applicable to electric buses. Further developments are necessary in order to identify standards that are suitable for electric bus charging, taking into account the specificity of charging modalities of electric buses.

Amendment 385
Izaskun Bilbao Barandica

Proposal for a directive
Annex III – point 3 – point 3.1

Text proposed by the Commission

LNG refuelling points for waterborne vessels shall comply with the relevant EN standards, to be adopted by 2014.

Amendment

LNG refuelling points for waterborne vessels shall comply with the relevant EN standards, to be adopted ***in accordance with the relevant IMO and ISO regulations and standards*** by 2014. ***Member States must coordinate to jointly support in IMO and ISO the development of those standards as soon as possible.***

Or. en

Amendment 386
Petri Sarvamaa

Proposal for a directive
Annex III – point 3 – point 3.1

Text proposed by the Commission

LNG refuelling points for waterborne vessels shall comply with the relevant EN standards, to be adopted by ***2014***.

Amendment

LNG refuelling points for waterborne vessels shall comply with the relevant EN standards, to be adopted by ***2017***.

Or. en

Amendment 387
Georgios Koumoutsakos

Proposal for a directive
Annex III – point 3 – point 3.1

Text proposed by the Commission

LNG refuelling points for waterborne vessels shall comply with the relevant EN standards, to be adopted by 2014.

Amendment

LNG refuelling points for waterborne vessels shall comply with the relevant EN standards, to be adopted by 2014. ***The standards should be compatible with current international standards or on-going international standardisation work, where applicable. Where international standards are already available, technical***

specifications contained in them should be used as an intermediate solution, pending the adoption of European standards.

Or. en

Amendment 388
Petri Sarvamaa

Proposal for a directive
Annex III – point 3 – point 3.2

Text proposed by the Commission

LNG refuelling points motor vehicles shall comply with the relevant EN standard, to be adopted by **2014**.

Amendment

LNG refuelling points **for** motor vehicles shall comply with the relevant EN standard, to be adopted by **2017**.

Or. en

Amendment 389
Petri Sarvamaa

Proposal for a directive
Annex III – point 3 – point 3.3 – point 3.3.2

Text proposed by the Commission

3.3.2. CNG and L-CNG refuelling points shall comply with the relevant EN standard, to be adopted by **2014**.

Amendment

3.3.2. CNG and L-CNG refuelling points shall comply with the relevant EN standard, to be adopted by **2017**.

Or. en

Amendment 390
Petri Sarvamaa

Proposal for a directive
Annex III – point 4 a (new)

Text proposed by the Commission

Amendment

4a. All fuel pumps serving ethanol at refuelling points shall implement the fuel labelling requirements as defined in the relevant standard, to be adopted by 2017.

Or. en