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Committee on Transport and Tourism

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2013/0012(COD)

30.7.2013

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# **DRAFT REPORT**

on the proposal for a directive of the European Parliament and of the Council  
on the deployment of alternative fuels infrastructure  
(COM(2013)0018 – C7-0022/2013 – 2013/0012(COD))

Committee on Transport and Tourism

Rapporteur: Carlo Fidanza

### ***Symbols for procedures***

- \* Consultation procedure
- \*\*\* Consent procedure
- \*\*\*I Ordinary legislative procedure (first reading)
- \*\*\*II Ordinary legislative procedure (second reading)
- \*\*\*III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

### ***Amendments to a draft act***

In amendments by Parliament, amendments to draft acts are highlighted in ***bold italics***. Highlighting in *normal italics* is an indication for the relevant departments showing parts of the draft act which may require correction when the final text is prepared – for instance, obvious errors or omissions in a language version. Suggested corrections of this kind are subject to the agreement of the departments concerned.

The heading for any amendment to an existing act that the draft act seeks to amend includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend. Passages in an existing act that Parliament wishes to amend, but that the draft act has left unchanged, are highlighted in **bold**. Any deletions that Parliament wishes to make in such passages are indicated thus: [...].

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## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the proposal for a directive of the European Parliament and of the Council on the deployment of alternative fuels infrastructure  
(COM(2013)0018 – C7-0022/2013 – 2013/0012(COD))**

**(Ordinary legislative procedure: first reading)**

*The European Parliament,*

- having regard to the Commission proposal to Parliament and the Council (COM(2013)0018),
  - having regard to Article 294(2) and Article 91 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C7-0022/2013),
  - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
  - having regard to the opinion of the European Economic and Social Committee of 22 May 2013<sup>1</sup>,
  - having regard to the opinion of the Committee of the Regions of 4 July 2013<sup>2</sup>,
  - having regard to Rule 55 of its Rules of Procedure,
  - having regard to the report of the Committee on Transport and Tourism and the opinion of the Committee on Industry, Research and Energy (A7-0000/2013),
1. Adopts its position at first reading hereinafter set out;
  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;
  3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

### **Amendment 1**

#### **Proposal for a directive**

#### **Recital 4**

*Text proposed by the Commission*

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

*Amendment*

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<sup>1</sup> OJ C...

<sup>2</sup> OJ C...

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.

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, *also in the light of their possible simultaneous and combined use.*

Or. en

## Amendment 2

### Proposal for a directive Recital 4 a (new)

*Text proposed by the Commission*

*Amendment*

*(4a) Without prejudice to the list of alternative fuels contained in this Directive, it should be emphasised that there exist more types of clean fuels that can represent potential alternatives to fossil fuels, for example methanol and dimethyl ether (DME). Promising results from research and development should also be considered when new types of alternative fuels are selected.*

Or. en

## Amendment 3

### Proposal for a directive Recital 6

*Text proposed by the Commission*

*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 into* vehicle and fuel technology, and infrastructure build-

(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.

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.

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 *Union* level should be ensured by the Commission, following a periodic evaluation thereof.

Or. en

#### **Amendment 4**

##### **Proposal for a directive Recital 6 a (new)**

*Text proposed by the Commission*

*Amendment*

***(6a) A strategic approach to meeting the long-term energy needs of all transport modes is necessary. In particular, policies should build on a comprehensive mix of alternative fuels, with a focus on the specific needs of each transport mode. The needs of transport modes for which limited alternatives are available should, in particular, be duly integrated in the national policy frameworks.***

Or. en

## *Justification*

*While various energy sources can be used for some transport modes, other transport modes have a much more limited range of available alternatives. A European alternative fuels strategy should take into account these constraints and ensure that alternative fuels are allocated in the most optimal way to the various modes of transport.*

### **Amendment 5**

#### **Proposal for a directive Recital 7**

*Text proposed by the Commission*

*Amendment*

***(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.***

***deleted***

Or. en

### **Amendment 6**

#### **Proposal for a directive Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

***(7a) Under Regulation (EU) No .../2013 of the European Parliament and of the Council of ... establishing the Connecting Europe Facility<sup>1</sup>, the deployment on the TEN-T Core Network of new technologies and innovation, including infrastructure for alternative fuels, is eligible for Union funding. This specific source of financing should contribute to the deployment of alternative fuels infrastructure and should be fully considered as an additional opportunity to ensure a sustainable mobility market throughout***

*the Union.*

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<sup>1</sup> *OJ L ...*

Or. en

#### *Justification*

*According to the Regulation establishing the Connecting Europe Facility (CEF), investments in key infrastructures with strong EU added-value can boost Europe's competitiveness. Trans-European infrastructures for alternative vehicles (within "priority corridors") meet the criteria set by the CEF and, if well used, could represent a valuable investment, supporting Europe's competitiveness.*

#### **Amendment 7**

##### **Proposal for a directive Recital 7 b (new)**

*Text proposed by the Commission*

*Amendment*

***(7b) The Horizon 2020 programme will also provide support for research and innovation with regard to alternative fuelled vehicles and the related infrastructure, in particular through the specific objective "Smart, green and integrated transport", within the priority "Societal challenges". This specific source of financing should also contribute to the deployment of alternative fuels infrastructure and should be fully considered as an additional opportunity to ensure a sustainable mobility market throughout the Union.***

Or. en

#### **Amendment 8**

##### **Proposal for a directive Recital 7 c (new)**

*Text proposed by the Commission*

*Amendment*

***(7c) The structural funds, in particular the European Regional Development Fund and the Cohesion Fund, provide further opportunities to finance and support the deployment of alternative fuels infrastructure in the Union. To that end, it is important to urge national, regional and local authorities to fully include this objective in their operational programmes and priorities.***

Or. en

## **Amendment 9**

**Proposal for a directive  
Recital 7 d (new)**

*Text proposed by the Commission*

*Amendment*

***(7d) This Directive is not intended to place an additional financial burden on Member States, especially in a period of financial and economic crisis. 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 10**

**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 *CO*<sub>2</sub> 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 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 *CO*<sub>2</sub> emissions, if they are produced sustainably and do not cause indirect *land* use change. They could provide clean power to all modes of transport. However, supply constraints and sustainability considerations may limit their use. ***Furthermore, advanced biofuels are the only low-CO<sub>2</sub>-emissions fuel option for aviation.***

Or. en

*Justification*

*The air transport sector views renewable energy as an important element of its strategy to grow sustainably. The deployment of renewable energy in air transport is however dependent on the sustainable, large scale production of liquid biofuels for aviation.*

**Amendment 11**

**Proposal for a directive  
Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*

***(9a) Lack of sufficient production capacity remains one of the main obstacles to the deployment of biofuels in air transport. By contrast, infrastructure for the supply of aviation biofuels is already available as these can be distributed through the existing fuel delivery system.***

Or. en

*Justification*

*Infrastructure for the production of sustainable aviation biofuels has yet to be developed.*

**Amendment 12**

**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 *Union*-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), taking into account climate change, research, technological development and costs.**

Or. en

**Amendment 13**

**Proposal for a directive**

**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

***(11a) Electrification of transport enables multimodal energy to be managed through energy recovery and storage systems, thereby contributing to the Union's energy efficiency objectives. In that respect, it constitutes a first step towards "smart" cities and communities.***

Or. en

*Justification*

*Electrification enables considerable perspectives for the improvement of the transport*

*sector's energy efficiency, especially at a time where transport becomes the source of the largest volume of greenhouse gas emissions.*

## **Amendment 14**

### **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, ***in the consolidation phase of the market,*** recharging points should ***be connected 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.

Or. en

## **Amendment 15**

### **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**

##### *Amendment*

(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 point 2 of Annex I to Directive 2009/72/EC of the European Parliament and of the Council<sup>1</sup>.

*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.*

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<sup>1</sup> 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 (OJ L 211, 14.8.2009, p. 55).

Or. en

#### *Justification*

*Directive 2009/72/EC lays down the rules for the internal energy market, including the role and responsibilities of the transmission system operators and the distribution system operators (DSOs). Although that directive does not refer to electric vehicles, the way the present recital is framed could be misleading as it may imply that EU law forbids DSOs to be in charge of publicly accessible recharging points.*

#### **Amendment 16**

##### **Proposal for a directive Recital 15 a (new)**

*Text proposed by the Commission*

*Amendment*

***(15a) The choice of equipment for normal and fast recharging points should not lead to a lowering of the level of safety of electrical equipment and installations that have already been established throughout the Union. The relevant standards should be kept up to date in the light of technological progress and developments in good engineering practice in safety matters.***

Or. en

#### *Justification*

*National rules have been developed over the past 50 years to increase the level of safety of*

*electrical installations. Safety of electrical equipment is absolutely critical to the proper development of the electric vehicle market. The socket-outlet for Type 2 connector shall be standardised as soon as possible to comply with shutter requirements in several Member States.*

## **Amendment 17**

### **Proposal for a directive Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) For the railway sector, electricity is already the main energy source. However, increased electrification is necessary, and further support should be provided in order to raise the share of electrified rail infrastructure to its optimal level.***

Or. en

### *Justification*

*According to 2013 data from the European Environment Agency, specific emissions of CO<sub>2</sub> per passenger-kilometre or tonne-kilometre in railway transport are approximately halved when switching from diesel to electric power.*

## **Amendment 18**

### **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.

(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. en

## Amendment 19

### 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 a certain number of refuelling points located in urban agglomerations.

Or. en

## Amendment 20

### 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

#### *Amendment*

(21) Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels ***due to its advanced environmental performance. Amongst other environmental benefits, LNG provides a high-potential solution in meeting*** 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

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.).

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.).

Or. en

## **Amendment 21**

### **Proposal for a directive Recital 21 a (new)**

*Text proposed by the Commission*

*Amendment*

***(21a) The deployment of LNG infrastructure provided for in this Directive should not hamper the development of other potentially upcoming energy-efficient alternative fuels for vessels (methanol, etc.).***

Or. en

## **Amendment 22**

### **Proposal for a directive Recital 23 a (new)**

*Text proposed by the Commission*

*Amendment*

***(23a) Although the basis for the deployment of LNG infrastructure should be the TEN-T Core Network, other elements might be of importance when***

*establishing a network of LNG refuelling points in both maritime and inland ports. It is, in particular, appropriate to consider actual market needs and the existing bunkering points in order to ensure proportionality in the deployment of LNG infrastructure. Ports that are important for vessels not engaged in transport operations (fishing vessels, offshore service vessels etc.) also need to be considered.*

Or. en

### **Amendment 23**

#### **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 means to provide consumers with information at the refuelling/recharging points allowing comparison of the price and energy content of the different fuels.*

Or. en

#### *Justification*

*Information at the refuelling/recharging points should allow the consumers to compare one (alternative) fuel against another, irrespective of the effect of national taxation or fuel duty schemes. The Commission should be tasked to consider additional elements for fuel/electricity labelling or to make other relevant consumer information available (e.g. energy content, price per km or price per energy, etc.).*

### **Amendment 24**

#### **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 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.

*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<sup>1</sup>, 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 should 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; *and* (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. ***For the railway sector, technical specifications for interoperability (TSIs) are the sole responsibility of the European Railway Agency.***

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<sup>1</sup> Regulation (EU) No 1025/2012 of the

*European Parliament and of the Council of 25 October 2012 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 Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).*

Or. en

### *Justification*

*For the railway sector, the drafting of technical standards for interoperability is the responsibility of the European Railway Agency.*

### **Amendment 25**

#### **Proposal for a directive**

#### **Recital 29 a (new)**

*Text proposed by the Commission*

*Amendment*

***(29a) The Commission should identify all necessary measures to ensure a harmonised high level of fuel quality throughout the Union, and should, if appropriate, submit a proposal for the amendment of Directive 98/70/EC of the European Parliament and of the Council<sup>1</sup> with a view to including key quality specifications for the alternative fuels covered by the present Directive.***

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<sup>1</sup> ***Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (OJ L 350, 28.12.1998).***

*Justification*

*Since the aim of this proposal is to deploy an alternative fuels infrastructure throughout the Union, the Commission should be tasked with proposing, within the Fuel Quality Directive (FQD), key parameters for these alternative fuels in accordance with the scope of the FQD, i.e. human health and environment related specifications, as it is the case for petrol and diesel.*

## **Amendment 26**

### **Proposal for a directive Article 1 – paragraph 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 ***contribute to the Union's long-term decarbonisation policy.*** 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.

*Justification*

*The Directive paves the way to a significant reduction of air pollution and CO<sub>2</sub> emissions. As its aim is to contribute to reducing significantly greenhouse gas emissions, the reference to the "Union's long-term decarbonisation policy" should become more explicit in Article 1 (subject matter) of the Directive.*

## **Amendment 27**

### **Proposal for a directive Article 2 – point 2**

*Text proposed by the Commission*

*Amendment*

(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.

(2) ‘Recharging point’ means a **normal, fast or wireless** recharging point or an installation for the physical exchange of a battery of an electric vehicle.

Or. en

*Justification*

*This Directive should not prevent the development and introduction of other recharging technologies, such as wireless charging, on which international standardisation is currently in progress.*

## **Amendment 28**

### **Proposal for a directive Article 2 – point 3**

*Text proposed by the Commission*

*Amendment*

(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.

(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.

*(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)*

Or. en

*Justification*

*This type of charging will be the most commonly used for private purposes and for a large share of charging in public areas (supermarkets, parking places, etc.). Therefore the reference to this type of recharging point should be positive as it will be used by the vast majority of electric vehicle users.*

## Amendment 29

### 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) ‘Publicly accessible recharging or refuelling point’ means a recharging or refuelling point which provides non-discriminatory, **easy, open and Union-wide interoperable** access, **by means of widely acceptable payment systems**, to the users.

Or. en

*Justification*

*Most of the existing charging points operate under specific conditions on a private basis. This is rather inconvenient for the consumers as they cannot switch from one operator/energy supplier to another due to limited interoperability. Open access to all public charging points must be ensured, using widely acceptable payment systems, and without the obligation to have a contract with a specific operator/energy supplier.*

## Amendment 30

### 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 components and systems which are galvanically connected to the high voltage

*Amendment*

(6) ‘Electric vehicle’ means:

bus of the electric power train.

– a vehicle within the meaning of Directive 2007/46/EC of the European Parliament and of the Council<sup>1</sup>, 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 components and systems which are galvanically connected to the high voltage bus of the electric power train;

– ***a vehicle within the meaning of Regulation (EU) No 168/2013 of the European Parliament and of the Council<sup>2</sup>, propelled with an electric engine.***

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<sup>1</sup> 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 (OJ L 263, 9.10.2007, p. 1).

<sup>2</sup> Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).

Or. en

### *Justification*

*Directive 2007/46/EC does not include in its scope two- or three-wheel vehicles and quadricycles. In order to make the proposed directive also applicable to electric cycles, mopeds, scooters, motorcycles, tricycles and quadricycles, this article must include a separate definition for these vehicles with a reference to the relevant type-approval legislation that defines and categorises them.*

## Amendment 31

### Proposal for a directive Article 2 – point 8 a (new)

*Text proposed by the Commission*

*Amendment*

***(8a) ‘loading point for LNG tank vehicles’ means a supply point of LNG for the loading of cryogenic tank vehicles.***

Or. en

*Justification*

*This amendment aims at requiring a minimum infrastructure in each Member State for the supply of LNG (in liquid phase) to cryogenic vehicle tanks for onward transport to refuelling points.*

## Amendment 32

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

*Text proposed by the Commission*

*Amendment*

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:

***1. Without prejudice to Directive 2009/28/EC, Member States shall set national targets for the development of alternative fuels in the different transport modes (road, rail, water and air) and the deployment of the relevant infrastructure by 2020. Such targets shall be at least in line with the targets and provisions set out in this Directive.***

***Member States shall also set intermediate targets in order to assess their progress in the implementation of the 2020 national targets.***

Each Member State shall adopt a national policy framework for the market development of alternative fuels and their infrastructure, ***which shall be consistent with its national target referred to in the first subparagraph. It shall*** include ***the*** information listed in Annex I, and contain

at least the following elements:

Or. en

*Justification*

*This amendment aims at strengthening the level of ambition of the national policy frameworks and ensuring that Member States are committed to these frameworks through their specific targets.*

**Amendment 33**

**Proposal for a directive  
Article 3 – paragraph 1 – indent 2**

*Text proposed by the Commission*

– assessment of the trans-border continuity of the infrastructure coverage for alternative fuels;

*Amendment*

– assessment of the trans-border continuity of the infrastructure coverage for alternative fuels, ***also in the light of their possible simultaneous and combined use;***

Or. en

*Justification*

*The dual-fuel technology combining diesel with CNG reduces emissions of particulate matter (PM<sub>10</sub>) and CO<sub>2</sub>. It should therefore be provided together with other dual-fuel options combining electricity, LPG, CNG, etc.*

**Amendment 34**

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

*Text proposed by the Commission*

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

Or. en

## Amendment 35

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

*Text proposed by the Commission*

*Amendment*

***1a. Member States shall ensure that national policy frameworks integrate the needs of each mode of transport, including those for which limited alternatives to fossil fuels are available.***

Or. en

*Justification*

*A European alternative fuels strategy should take into account existing constraints in the deployment of clean fuels in all transport modes and ensure that alternative fuels are allocated in the most optimal way to the various modes of transport.*

## Amendment 36

### 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 37

### 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

5. Member States shall notify their ***national targets for the deployment of alternative fuels and the relevant***

into force of this Directive].

***infrastructure, as well as their*** national policy frameworks, to the Commission [within 18 months from the date of entry into force of this Directive].

Or. en

*Justification*

*This amendment aims at strengthening the level of ambition of the national policy frameworks and ensuring that Member States are committed to these frameworks through their specific targets.*

**Amendment 38**

**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 the national policy frameworks, ***especially in terms of their efficacy for the achievement of the national targets referred to in paragraph 1***, and ensure that there is coherence at *Union* 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. en

*Justification*

*This amendment aims at strengthening the level of ambition of the national policy frameworks and ensuring that Member States are committed to these frameworks through their specific targets.*

**Amendment 39**

**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. en

**Amendment 40**

**Proposal for a directive**

**Article 4 – paragraph 3 – subparagraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***Wireless recharging points for electric vehicles shall comply with the technical specifications set out in point 1.2a of Annex III by 31 December 2015 at the latest.***

Or. en

*Justification*

*This Directive should not prevent the development and introduction of other recharging technologies, such as wireless charging, on which international standardisation is currently in progress.*

**Amendment 41**

**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***

Member States, ***in close cooperation with regional and local authorities and with the industry concerned***, shall ensure that

Annex III.1.2 shall be available on fair, reasonable and non-discriminatory terms.

the equipment for **normal, fast and wireless** recharging points as set out in points 1.1, 1.2 and **1.2a of Annex III complies with specific safety requirements in force at national level and is** available on fair, reasonable and non-discriminatory terms.

Or. en

#### *Justification*

*The socket-outlet currently used for the Type 2 connector, as described in standard EN 62196-2:2012, does not comply with legal requirements in several Member States prescribing that a socket must be fitted with a safety shutter. It is therefore important that the Type 2 charging sockets become quickly available on the market with a safety shutter in order to provide a mechanical protection to end-users as well as to comply with safety requirements in force at national level.*

#### **Amendment 42**

##### **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. en

#### **Amendment 43**

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

###### *Text proposed by the Commission*

###### *Amendment*

**5a. In order to facilitate multimodal passenger and freight transport, Member**

*States, in close cooperation with railway infrastructure managers, operators, owners of railway and public transport stations and managers of railway freight terminals and logistic centres, shall identify, within their national policy frameworks, a minimum number of railway and public transport stations, freight terminals and logistic centres to be equipped with recharging points for electric vehicles in technically suitable locations in their vicinity.*

Or. en

*Justification*

*In line with European transport policy goals in support of multimodal transport, the deployment of electric vehicles should be integrated with railway and public transport infrastructure, as well as freight railway and logistic terminals infrastructure wherever possible.*

**Amendment 44**

**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 ***adequate*** systems ***providing clear and transparent consumer information concerning the recharging cost and specifying whether the price indicated covers a service provision or the amount of electricity (kWh) consumed.***

Or. en

*Justification*

*At the recharging point, a conventional metering system would be sufficient. On the contrary, given the additional costs, forcing to install an intelligent metering system on all public charging points could prove to be an obstacle to the necessary development of infrastructure,*

*especially during the catalyst phase of the market (early market development).*

## **Amendment 45**

### **Proposal for a directive**

#### **Article 4 – paragraph 11**

##### *Text proposed by the Commission*

11. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 concerning the updating of the technical specifications set out in Annex III.1.1, Annex III.1.2 and Annex III.1.3.

##### *Amendment*

11. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 concerning the updating of the technical specifications set out in points 1.1, 1.2, **1.2a** and 1.3 of Annex III.

Or. en

## **Amendment 46**

### **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 *on the date* 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, ***including one refuelling point 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.

***Member States on the territory of which no hydrogen refuelling points exist on the date of entry into force of this Directive shall meet the requirements set out in the first subparagraph by 31 December 2030.***

Or. en

## Amendment 47

### Proposal for a directive Article 6 – title

*Text proposed by the Commission*

Natural gas supply for transport

*Amendment*

Natural gas **and LPG** supply for transport

Or. en

#### *Justification*

*This amendment aims at laying down infrastructural provisions for LPG in order to make its distribution network more homogeneous throughout the entire territory of the Union, considering that LPG can also derive from natural gas.*

## Amendment 48

### 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 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.

**When defining the network of LNG refuelling points in maritime ports, the actual market needs and the existing bunkering points shall be taken into consideration.**

Or. en

### *Justification*

*The notion of “adequate distance” allows for a more pragmatic approach when designating refuelling points, without putting into question the basic link with the ports of the TEN-T Core Network. The obligation for deploying bunkering infrastructure for LNG needs to take current market realities into account so that there are no investments in non-used or under-used facilities.*

### **Amendment 49**

#### **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, **in close cooperation with regional and local authorities and with the industry concerned**, shall ensure that **a sufficient number of** inland ports of the TEN-T Core Network **are equipped with publicly accessible LNG refuelling points for inland waterway transport, within adequate distances, to allow the circulation of LNG vessels Union-wide** by 31 December 2025 at the latest.

**When defining the network of LNG refuelling points in inland ports, the actual market needs and the existing bunkering points shall be taken into consideration.**

Or. en

### *Justification*

*The notion of “adequate distance” allows for a more pragmatic approach when designating refuelling points, without putting into question the basic link with the ports of the TEN-T Core Network. The obligation for deploying bunkering infrastructure for LNG needs to take current market realities into account so that there are no investments in non-used or under-used facilities.*

### **Amendment 50**

#### **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<sup>1</sup> 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.**

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<sup>1</sup> **Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC (OJ L 389, 30.12.2006, p. 1).**

Or. en

*Justification*

*Currently neither the transport 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 51**

### **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, **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 **their core networks**. For this purpose, publicly accessible refuelling points for LNG shall be established within distances not exceeding 400 km by 31

December 2020 at the latest.

Or. en

*Justification*

*Concerning LNG, the coverage of the publicly accessible points should not be limited to the roads of the TEN-T Core Network, but should cover in general core networks throughout the Member States.*

**Amendment 52**

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

*Text proposed by the Commission*

*Amendment*

***3a. Member States shall ensure that at least one loading point for LNG tank vehicles is available in their territory by 31 December 2020.***

Or. en

*Justification*

*This amendment aims at requiring a minimum infrastructure in each Member State for the supply of LNG (in liquid phase) to cryogenic vehicle tanks for onward transport to refuelling points.*

**Amendment 53**

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

*Text proposed by the Commission*

*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.

6. Member States, ***in close cooperation with regional and local authorities and with the industry concerned***, shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of **100 km, including one refuelling point per 100 000 inhabitants in urban areas**, to allow the

circulation of CNG vehicles Union-wide  
by 31 December 2020 at the latest.

Or. en

*Justification*

*It is important to set more ambitious goals with regard to CNG, i.e. ensure the timely roll-out of its supply network across all Member States and increase the minimum requirement for refuelling stations.*

**Amendment 54**

**Proposal for a directive  
Article 6 – paragraph 8 a (new)**

*Text proposed by the Commission*

*Amendment*

***8a. Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150 km, including one refuelling point per 150 000 inhabitants in urban areas, to allow the circulation of LPG vehicles Union-wide by 31 December 2020 at the latest.***

Or. en

*Justification*

*This amendment aims at laying down infrastructural provisions for LPG in order to make its distribution network more homogeneous throughout the entire territory of the Union, considering that LPG can also derive from natural gas.*

**Amendment 55**

**Proposal for a directive  
Article 6 – paragraph 8 b (new)**

*Text proposed by the Commission*

*Amendment*

***8b. 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

## **Amendment 56**

### **Proposal for a directive Article 6 – paragraph 9**

*Text proposed by the Commission*

9. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 concerning the updating of the technical specifications set out in Annex III.3.1, Annex III.3.2 **and** Annex III.3.3.

*Amendment*

9. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 concerning the updating of the technical specifications set out in points 3.1, 3.2, 3.3 and **3a** of Annex III.

Or. en

## **Amendment 57**

### **Proposal for a directive Article 6 – paragraph 10 – introductory part**

*Text proposed by the Commission*

The Commission shall **adopt implementing acts** regarding:

*Amendment*

The Commission shall **be empowered to adopt delegated acts in accordance with Article 8** concerning:

Or. en

*Justification*

*"Safety regulations" and "technical specifications" are measures of general application that seek to supplement non-essential elements of the basic act. They should therefore be adopted by means of delegated acts, in accordance with Article 290 of the TFEU.*

## **Amendment 58**

### **Proposal for a directive Article 7 – paragraph 1 – introductory part**

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*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 on the market and ***motor vehicles/maritime and inland waterway vessels*** is available:

Or. en

*Justification*

*The rail sector should be exempted from the provisions of this article. There is no need for new labelling or changes to manuals for rail vehicles.*

**Amendment 59**

**Proposal for a directive**

**Article 7 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) at the pumps in all refuelling points, ***at vehicle dealerships and at technical control facilities*** in their territory;

*Amendment*

(a) at the pumps in all refuelling points in their territory;

Or. en

**Amendment 60**

**Proposal for a directive**

**Article 7 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) in vehicle manuals;

*Amendment*

(b) in ***the vehicle owner manuals and at vehicle dealerships*** in their territory;

Or. en

## Amendment 61

### Proposal for a directive

#### Article 7 – paragraph 1 – point c a (new)

*Text proposed by the Commission*

*Amendment*

***(ca) at technical control facilities in their territory.***

Or. en

## Amendment 62

### Proposal for a directive

#### Article 7 – paragraph 2

*Text proposed by the Commission*

*Amendment*

2. The information about compatibility of fuels referred to in paragraph 1, shall be based, where available and suitable for reaching the objectives of *the* Directive, on the fuel labelling standards under the European Norm (EN) schemes, as listed in Annex III.4, and a graphical expression of those standards shall be implemented.

2. The information about compatibility of fuels referred to in paragraph 1 shall be based, where available and suitable for reaching the objectives of *this* Directive, on the fuel labelling standards under the European Norm (EN) schemes, as listed in points ***3a and 4*** of Annex III, and a graphical expression of those standards shall be implemented.

Or. en

### *Justification*

*This amendment aims at properly informing the consumer as regards the compatibility of his/her vehicle with LPG delivered at the pump in order to prevent fraud on the market.*

## Amendment 63

### Proposal for a directive

#### Article 7 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

***3a. When fuel prices are displayed, a unit price expressed as "1 litre of petrol***

*equivalent" may be additionally used, provided that the fuel in question is not sold per litre. To that end, the Commission shall consider a modification of Directive 98/6/EC of the European Parliament and the Council<sup>1</sup> in order to increase consumer awareness and provide full fuel price transparency.*

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<sup>1</sup> *Directive 98/6/EC of the European Parliament and of the Council of 16 February 1998 on consumer protection in the indication of the prices of products offered to consumers (OJ L 80, 18.3.1998, p. 27).*

Or. en

#### *Justification*

*Introducing a consumer friendly pricing model based on litre equivalent could be relevant in order to compare different fuels. Member States are currently not allowed to make use of this possibility, which would however be crucial to increase customer awareness and give full fuel price transparency.*

#### **Amendment 64**

##### **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], Member States shall 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, in accordance with the relevant EN standards.***

Or. en

## *Justification*

*Requiring fuel suppliers to adopt the common fuel pump marking of the CEN standards for petrol and diesel is a simple task and is certainly overdue. The fuel suppliers should in particular adopt common colours for the hoses and nozzles used for the delivery of petrol and diesel at filling stations.*

### **Amendment 65**

#### **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 from 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. en

### **Amendment 66**

#### **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 *in relation to its national target* by [two years after the entry into force of this Directive], and every *two* years thereafter. These reports shall include information set out in

Annex I.

***In these reports, discrepancies between the targets achieved, as compared to the national targets established in accordance with Article 3(1) of this Directive, shall be justified.***

Or. en

## **Amendment 67**

### **Proposal for a directive Article 10 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***2a. By ...\*, the Commission shall submit a report to the European Parliament and the Council identifying the measures necessary to ensure a harmonised high level of fuel quality throughout the Union. The report shall be accompanied, if appropriate, by a proposal for the amendment of Directive 98/70/EC with a view to including quality specifications, units and limits for the new alternative fuels covered by the present Directive. In particular, the proposed measures should ensure protection of health and of the environment by enabling the provision of alternative fuels at the quality required for use in current and future technology engines and ensuring a high level of environmental performance with regard to CO<sub>2</sub> and other pollutant emissions.***

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***\* Two years from the date of entry into force of this Directive.***

Or. en

*Justification*

*Since the aim of the proposed Directive is to deploy across the EU an alternative fuels*

*infrastructure, the Commission should be tasked with proposing, within the Fuel Quality Directive, the key parameters of these alternative fuels in accordance with the scope of the FQD, i.e. human health and environment related specifications, as it is the case for petrol and diesel.*

## **Amendment 68**

### **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 EN 62196-2:2012, **which shall be provided, where required, with a compatible socket-outlet comprising additional safety features such as a safety shutter. 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 the developments in good engineering practice in safety matters.**

Or. en

### *Justification*

*Standardisation bodies shall be mandated in the framework of this Directive to adjust the current standard ruling connectors of Type 2 (and their socket-outlet) in light of specific safety requirements (safety shutters). It is important to have an explicit reference in the Directive to the need of ensuring that the connector must be truly interoperable and comply with all safety practices and rules in place in Europe.*

## **Amendment 69**

### **Proposal for a directive Annex III – point 1 – point 1.1 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

**Alternate Current (AC) normal recharging points for L-category electric**

*vehicles shall comply with the standard EN 61851-1:2011 and shall be equipped, for interoperability purposes, with connectors of Type 3A as described in standard EN 62196-2:2012.*

Or. en

*Justification*

*L-category vehicles cannot be included in the legislation without adapting charging infrastructure requirements.*

**Amendment 70**

**Proposal for a directive**

**Annex III – point 1 – point 1.2 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

*Direct Current (DC) fast recharging points for electric vehicles may be alternatively equipped with connectors of Type "CHAdeMO" for a transitional period ending on 31 December 2018.*

Or. en

*Justification*

*As the Combo technology is not fully ready at the moment and as there are more than 650 CHAdeMO chargers already installed in Europe, with more than 1 000 to be deployed by the end of 2013, it is important to set a time-limited transitional period where both systems can be deployed, with the final objective to find a single standard as indicated in the Commission proposal.*

**Amendment 71**

**Proposal for a directive**

**Annex III – point 1 – point 1.2 a (new)**

*Text proposed by the Commission*

*Amendment*

*1.2a. Wireless electric recharging points*

***Wireless recharging points for electric vehicles shall be equipped, for interoperability purposes, with a primary device as described in IEC/TS 61980-3, to be adopted by 2014.***

Or. en

*Justification*

*This Directive should not prevent the development and introduction of other recharging technologies, such as wireless charging, on which international standardisation is currently in progress.*

**Amendment 72**

**Proposal for a directive  
Annex III – point 3 a (new)**

*Text proposed by the Commission*

*Amendment*

***3a. Technical specifications for Liquefied Petroleum Gas (LPG) refuelling points for motor vehicles***

***LPG refuelling points shall comply with the fuel labelling requirements set out in standard EN 589:2004.***

Or. en

## EXPLANATORY STATEMENT

### I. Commission proposal

The proposed directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to break oil dependence and accelerate the decarbonisation of the transport system. It sets out minimum requirements for the build-up of alternative fuels infrastructure including common technical specifications.

Minimum infrastructure coverage is proposed to be mandatory for electricity, hydrogen, and natural gas (CNG and LNG), for which market failures require public intervention, and for two modes of transport (road and waterborne) for which the development of a minimum necessary network cannot be achieved without Union support. These sectors represent more than 80% of freight and passenger transport volumes.

The proposed directive is accompanied by an impact assessment and a Communication providing a strategic vision for the development of a European alternative fuels policy framework.

### II. Rapporteur's overall position

Your Rapporteur welcomes the Commission's proposal as a necessary instrument to curtail Europe's dependence on oil and improve the diversification and security of its energy supply. The proposed directive is also expected to support economic growth, strengthen the competitiveness of European industry and reduce greenhouse gas emissions from transport.

The long-term objective should be the decarbonisation of the transport sector. Oil accounts for more than 90% of energy consumed in transport, with 84% of it imported, and with a bill of up to € 1 billion a day (in 2011), leading to a significant deficit in the EU trade balance of around 2.5% of GDP.

Action at EU level is necessary as the market development of alternative fuels is still held back by technological and commercial short-comings, market failures, lack of consumer acceptance, missing adequate infrastructure and, in many cases, lack of common technical specifications which are necessary to ensure interoperability and pan-European mobility of vehicles using alternative fuels.

Your Rapporteur considers that a stable policy framework with binding targets is crucial to attract private investment for the build-up of the infrastructure, whereas incentives and public support will be essential in the initial stages as an impetus for the use of alternative fuels. EU financing can also play a significant role in supporting Member States to reach the targets of the proposed directive.

Your Rapporteur has included in this draft report a number of amendments with the broad aim of supplementing the provisions of the Commission's proposal and broadening its objectives. In drafting this report, your Rapporteur has consulted extensively with all relevant

stakeholders, and took also into account the findings of the public hearing organised by the TRAN Committee on 18 June 2013. The Opinions of the European Economic and Social Committee and the Committee of the Regions were also properly considered.

The amendments proposed by the Rapporteur cover, inter alia, the following issues:

**(a) Strengthen the national policy frameworks for the deployment of alternative fuels and their infrastructure**

Some Member States have adopted ambitious targets for the deployment of alternative fuels and have shown progress in the build-up of the relevant infrastructure. In other Member States, discussions have only started recently and progress is slow. At present, the majority of Member States do not have a sufficient number of publicly accessible recharging points for electric cars, and have not announced policies to develop an adequate network of recharging or refuelling facilities. Your Rapporteur stresses the importance of preparing and implementing comprehensive national policy frameworks with ambitious targets for the deployment of alternative fuels and their infrastructure by 2020.

**(b) Adopt a strategic approach for the deployment of alternative fuels in all transport modes**

A consistent long-term strategy on alternative fuels should meet the energy needs of all transport modes, including those for which limited alternatives to fossil fuels are available. Your Rapporteur stresses the need for a strategic approach based on a comprehensive mix of alternative fuels, thereby maintaining technology neutrality. As there is no single fuel solution for the future of mobility, national policy frameworks should include all main alternative fuel options with a focus on the specific needs of each transport mode. Existing constraints in the deployment of clean fuels in all transport modes shall be properly addressed.

**(c) Provide smart and inclusive solutions for electric vehicle recharging**

Different technological choices in different parts of Europe have led to a fragmentation of the internal market, inhibiting the mobility of alternatively fuelled vehicles across Europe. Most urgent is the implementation of common technical specifications for the interface between electric vehicles and recharging points, in order to ensure interoperability and pan-European mobility of electric vehicles.

Until recently, the European industry could not come to an agreement about a uniform standard for electric vehicle charging connectors. A fundamental point of divergence, apart from the different technological solutions available on the market, is the legal requirement in several Member States for an enhanced contact protection mechanism in the socket-outlet in the form of a safety shutter.

Your Rapporteur recognises the need for a single connector solution ensuring interoperability across the EU. Having followed more recent discussions between the industry, he upholds the technical solution proposed by the Commission for a Type 2 connector provided that it can also address requirements in those Member States where sockets must be fitted with shutters.

On the other hand, this directive should not prevent the development and introduction of other recharging technologies, such as wireless charging, on which international standardisation is currently in progress. Your Rapporteur supports therefore the inclusion of technical specifications for wireless charging in the directive.

#### **(d) Enlarge the coverage of hydrogen refuelling points**

The technology for hydrogen fuel cell vehicles is maturing, and is being demonstrated in passenger cars, city buses, light vans and inland ship applications. They have performance, range and refuelling times comparable to gasoline and diesel vehicles. Presently about 500 vehicles are in operation, and around 120 hydrogen refuelling stations in place. Industry has announced a roll-out of new vehicles, including hydrogen powered two-wheelers, for the next years, and several Member States plan to build up hydrogen refuelling networks. The main issues are high cost of fuel cells and the absence of a refuelling infrastructure network. Industry studies indicate that costs can be reduced to the levels of conventional petrol and diesel vehicles by 2025<sup>1</sup>. Given the expected advantages of this alternative fuel, your Rapporteur proposes to enlarge the coverage of hydrogen refuelling points, through an enhanced deployment in urban areas, but also, at a later date, in Member States on the territory of which such refuelling points do not yet exist.

#### **(e) Establish a core network of LPG refuelling points**

LPG is widely used in Europe, accounting for 3% of motor fuels and powering 9 million cars. LPG infrastructure is well established, with some 28 000 dispensing sites in the EU but with a very uneven distribution across the Member States. Whereas its advantage consisting in producing low pollutant emissions has been diminishing as the EURO standards have progressed to lower general emission limits, there remains a clear advantage in particulate emissions<sup>2</sup>. Even though the market penetration of LPG is more advanced than for other alternative fuels, your Rapporteur considers it necessary to include minimum requirements for LPG supply infrastructure in order to render its distribution network more homogeneous throughout the EU.

#### **(f) Ensure availability of LNG refuelling points in maritime and inland ports**

Natural gas in liquefied form (LNG) with high energy density offers a cost-efficient alternative to diesel for waterborne activities (transport, offshore services, and fisheries), trucks and rail, with lower pollutant and CO<sub>2</sub> emissions and higher energy efficiency. Your Rapporteur considers it necessary to assess the need for making available 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. Although the basis for the deployment of LNG infrastructure should be the TEN-T Core Network, other elements might be of importance when establishing a network of LNG refuelling points in both maritime and inland ports. It is in particular appropriate to consider the actual market needs and the existing bunkering points in order to ensure proportionality in the deployment of LNG infrastructure.

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<sup>1</sup> Communication from the Commission on Clean Power for Transport: A European alternative fuels strategy, COM(2013)0017, p.8

<sup>2</sup> *ibid*, p. 5

### **(g) Increase the network density of CNG refuelling points**

Natural gas vehicle technology is mature for the broad market, with close to million vehicles on the road in Europe and around 3 000 filling stations. Additional refuelling stations could easily be supplied from the existing natural gas distribution network in Europe, provided the quality of gas is sufficient for use in current and advanced technology CNG vehicles.<sup>1</sup> Therefore, your Rapporteur is proposing a more dense distribution network for CNG with shorter distances between refuelling points, including urban areas.

### **(h) Ensure the quality of alternative fuels**

In order to ensure a harmonised high level of fuel quality throughout the Union, your Rapporteur invites the Commission to propose an amendment of the Fuel Quality Directive [Directive 98/70/EC] in order to include quality standards for the alternative fuels covered by this proposal. In particular, the revision of the Fuel Quality Directive should ensure a high level of health and environmental protection and provide for quality fuels adequate for current and future technology engines.

### **(i) Enhance consumer information on alternative fuels**

Harmonisation of consumer information on fuel quality, vehicle/fuel compatibility, availability of recharging/refuelling points, as well as on environmental, financial and safety aspects, is important to create consumer acceptance. Your Rapporteur is in favour of providing transparent and comprehensive information to consumers concerning the pricing and energy content of alternative fuels.

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The purpose of this draft report is to cover the key issues that require close consideration in this proposal so as to facilitate the discussions in the Committee. While your Rapporteur reserves the right to table more amendments after having further examined the Commission's proposal and conducted further consultations, his intention at this stage is to generate a fruitful discussion in the Committee and looks forward to further suggestions.

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<sup>1</sup> *ibid*, p. 6