



TEXTS ADOPTED

P9_TA(2022)0368

Deployment of alternative fuels infrastructure ***I

Amendments adopted by the European Parliament on 19 October 2022 on the proposal for a regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559 – C9-0331/2021 – 2021/0223(COD))¹

(Ordinary legislative procedure: first reading)

Amendment 1

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) Directive 2014/94/EU of the European Parliament and of the Council⁴³ laid down a framework for the deployment of alternative fuels infrastructure. The Commission Communication on the application of that Directive⁴⁴ points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets and adopting measures under the National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States.

Amendment

(1) Directive 2014/94/EU of the European Parliament and of the Council⁴³ laid down a framework for the deployment of alternative fuels infrastructure. The Commission Communication on the application of that Directive⁴⁴ points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets and adopting measures under the National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States. ***This, in turn, has resulted in the failure to deliver***

¹ The matter was referred back for interinstitutional negotiations to the committee responsible, pursuant to Rule 59(4), fourth subparagraph (A9-0234/2022).

a comprehensive and complete network of alternative fuels infrastructure across the Union.

⁴³ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

⁴⁴ COM(2020)0789.

⁴³ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

⁴⁴ COM(2020)0789.

Amendment 2

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) Regulation (EU) 2019/631 of the European Parliament and of the Council⁴⁶ and Regulation (EU) 2019/1242 of the European Parliament and of the Council⁴⁷ already set CO₂ emission performance standards for new passenger cars and for new light commercial vehicles as well as for certain heavy-duty vehicles. Those instruments should accelerate the uptake in particular of zero-emission vehicles and thereby create demand for recharging and refuelling infrastructure.

⁴⁶ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

⁴⁷ Regulation (EU) 2019/1242 of the European Parliament and of the Council of

Amendment

(3) Regulation (EU) 2019/631 of the European Parliament and of the Council⁴⁶ and Regulation (EU) 2019/1242 of the European Parliament and of the Council⁴⁷ already set CO₂ emission performance standards for new passenger cars and for new light commercial vehicles as well as for certain heavy-duty vehicles. ***The revision of those instruments should be aligned with the revision of the current Regulation in order to ensure a coherent framework for the use and deployment of alternative fuels in road transport and in order to*** accelerate the uptake in particular of zero-emission vehicles ***and alternative fuels*** and thereby create demand for recharging and refuelling infrastructure.

⁴⁶ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

⁴⁷ Regulation (EU) 2019/1242 of the European Parliament and of the Council of

20 June 2019 setting CO₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).

20 June 2019 setting CO₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).

Amendment 3

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) The initiatives on ReFuelEU aviation⁴⁸ and FuelEU maritime⁴⁹ should boost the production and uptake of sustainable alternative fuels in aviation and maritime transport. While the fuel use requirements for the sustainable aviation fuels can largely rely on the existing refuelling infrastructure, investments are needed for the electricity supply of stationary aircraft. The FuelEU maritime initiative sets requirements in particular for the use of on shore power that can only be fulfilled if an adequate level of on shore power supply is deployed in TEN-T ports. However those initiatives do not contain any provisions on the required fuel infrastructure which are a prerequisite that the targets can be met.

⁴⁸ COM(2021)0561.

⁴⁹ COM(2021)0562.

Amendment

(4) The initiatives on ReFuelEU aviation⁴⁸ and FuelEU maritime⁴⁹ should boost the production and uptake of sustainable alternative fuels in aviation and maritime transport. While the fuel use requirements for the sustainable aviation fuels can largely rely on the existing refuelling infrastructure, investments are needed for the electricity supply of stationary aircraft. ***Moreover, Member States and the Commission should assess the current state and future development of the hydrogen market for aviation and should provide for a feasibility study on the deployment of the relevant infrastructure to power aircraft including, where appropriate, a deployment plan for alternative fuels infrastructure in airports, in particular for hydrogen and electric recharging for aircrafts.*** The FuelEU maritime initiative sets requirements in particular for the use of on shore power that can only be fulfilled if an adequate level of on shore power supply is deployed in TEN-T ports. However those initiatives do not contain any provisions on the required fuel infrastructure which are a prerequisite that the targets can be met.

⁴⁸ COM(2021)0561.

⁴⁹ COM(2021)0562.

Amendment 4

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) Therefore all modes of transport should be addressed in one instrument which should take into account a variety of alternative fuels. The use of zero-emission powertrain technologies is at different stages of maturity in the different modes of transport. In particular, in the road sector, a rapid uptake of battery-electric and plug-in hybrid vehicles is taking place. Hydrogen fuel-cell road vehicles are available to markets, as well. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The **use of fossil gaseous or liquid fuels is only possible if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic gaseous and liquid fuels.**

Amendment

(5) Therefore all modes of transport should be addressed in one instrument which should take into account a variety of alternative fuels. The use of zero-emission powertrain technologies is at different stages of maturity in the different modes of transport **and in the different Member States and regions**. In particular, in the road sector, a rapid uptake of battery-electric and plug-in hybrid vehicles is taking place, **therefore more ambitious targets for these mature technologies are required**. Hydrogen fuel-cell road vehicles are available to markets, as well, **albeit to a lesser degree**. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The **Union should increase its efforts to phase out fossil gaseous or liquid fuels and promote renewable alternatives, and the use of fossil fuels should only be possible if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic gaseous and liquid fuels.**

Amendment 5

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Such biofuels and synthetic fuels, substituting diesel, petrol and jet fuel, can be produced from different feedstock and can be blended into fossil fuels at very high blending ratios. **They** can be technically used with the current vehicle technology with minor adaptations. Renewable methanol can also be used for inland navigation and short-sea shipping. Synthetic and paraffinic fuels have a potential to reduce the use of fossil fuel sources in the energy supply to transport. All of these fuels can be distributed, stored and used with the existing infrastructure or where necessary with infrastructure of the same kind.

Amendment 6

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6) ***In order to maximise the potential of reduction of greenhouse gas emissions, such biofuels, including biogas, and synthetic fuels, substituting diesel, petrol and jet fuel, can be produced from different feedstock and can be blended into fossil fuels at very high blending ratios. This is especially important for the reduction of greenhouse gas emissions in the aviation and maritime transport sectors for which electrification will be slower. Those fuels*** can be technically used with the current vehicle technology with minor adaptations. Renewable methanol can also be used for inland navigation and short-sea shipping. Synthetic and paraffinic fuels have a potential to reduce the use of fossil fuel sources in the energy supply to transport. All of these fuels can be distributed, stored and used with the existing infrastructure or where necessary with infrastructure of the same kind.

(6 a) It is important to observe the general principles of technological neutrality and energy efficiency first among those technologies necessary to achieve climate neutrality, as some of the technologies that will be needed in the foreseeable future still require investments in research and development, while maintaining market competition between the different alternative technologies, taking due account of affordability and the different starting points of Member States.

Amendment 7

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) LNG is likely to play a ***continued*** role in maritime transport, where there is currently no economically viable zero-emission powertrain technology available. The Communication on the Smart and Sustainable Mobility Strategy points to zero-emission seagoing ships becoming market ready by 2030. Fleet conversion should take place gradually due to the long lifetime of the ships. Contrary to maritime transport, for inland waterways, with normally smaller vessels and shorter distances, zero-emission powertrain technologies, such as hydrogen and electricity, should enter the markets more quickly. LNG is expected to no longer play a significant role in that sector. Transport fuels such as LNG need increasingly to be decarbonised by blending/substituting with liquefied biomethane (bio-LNG) or renewable and low-carbon synthetic gaseous e-fuels (e-gas) for instance. Those decarbonised fuels can be used in the same infrastructure as gaseous fossil fuels thereby allowing for a gradual shift towards decarbonised fuels.

Amendment

(7) ***The sustained use of liquefied natural gas (LNG) is not compatible with the Union's climate neutrality objective. Therefore, LNG in maritime transport should be phased out as soon as possible and substituted by more sustainable alternatives. However, in the short term, LNG is likely to play a transitional role in maritime transport, where there is currently no economically viable zero-emission powertrain technology available. The Communication on the Smart and Sustainable Mobility Strategy points to zero-emission seagoing ships becoming market ready by 2030 and such projects are already underway. Further developments in this regard should be promoted, duly monitored and reported.*** Fleet conversion should take place gradually due to the long lifetime of the ships. ***Given the transitional role of LNG, the availability of LNG bunkering infrastructure in ports should be demand driven, in particular as regards new public investments.*** Contrary to maritime transport, for inland waterways, with normally smaller vessels and shorter distances, zero-emission powertrain technologies, such as hydrogen and electricity, ***are becoming mature technologies and*** should enter the markets more quickly ***and could play an important role for maritime transport in terms of creating scale regarding zero-emission propulsion solutions.*** LNG is expected to no longer play a significant role in that sector. Transport fuels such as LNG need increasingly to be decarbonised by blending/substituting with liquefied biomethane (bio-LNG) or renewable and low-carbon synthetic gaseous e-fuels (e-gas) for instance. Those decarbonised fuels

can be used in the same infrastructure as gaseous fossil fuels thereby allowing for a gradual shift towards decarbonised fuels.

Amendment 8

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) The deployment of publicly accessible recharging infrastructure for light-duty electric vehicles has been uneven across the Union. Continued uneven distribution would jeopardize the uptake of such vehicles, limiting connectivity across the Union. Continuing divergence in policy ambitions and approaches at national level will not *create* the long-term certainty needed for substantive market investment. Mandatory minimum targets for Member States at national level should therefore provide policy orientations and complement National Policy Frameworks. That approach should combine national fleet based targets with distance-based targets for the trans-European network for transport (TEN-T). National fleet based targets should ensure that vehicle uptake in each Member State is matched with the deployment of sufficient publicly accessible recharging infrastructure. Distance-based targets for the TEN-T network should ensure full coverage of electric recharging points along the Union's main road networks and thereby ensure easy and seamless travel throughout the Union.

Amendment

(9) The deployment of publicly accessible recharging infrastructure for light-duty electric vehicles has been uneven across the Union ***and across regions***. Continued uneven distribution would jeopardize the uptake of such vehicles, limiting connectivity across the Union. Continuing divergence in policy ambitions and approaches at national level will ***hinder the much-needed sustainable transition of the transport sector and not contribute to creating*** the long-term certainty needed for substantive market investment. Mandatory minimum targets for Member States at national level should therefore provide policy orientations and complement National Policy Frameworks. That approach should combine national fleet based targets with distance-based targets for the trans-European network for transport (TEN-T). National fleet based targets should ensure that vehicle uptake in each Member State is matched with the deployment of sufficient publicly accessible recharging infrastructure, ***especially in geographic areas where owners of light-duty vehicles are less likely to own private parking lots. Special attention and higher national deployment rates are also needed for centres of relatively higher population density and higher electric vehicles market-share. Once a certain share of electric vehicles uptake has been reached in the given Member State, the market should self-regulate.*** Distance-based targets for the TEN-T network should ensure full coverage of electric recharging points

along the Union's main road networks and thereby ensure easy and seamless travel throughout the Union, ***including in and to the outermost regions and islands of the Union, unless the costs involved are disproportionate to the benefits, in which case Member States may make exemptions or consider developing off-grid infrastructure. The development of such a network of infrastructure would facilitate the accessibility and connectivity of all regions in the Union, including the outermost regions and other remote or rural areas, strengthening social, economic and territorial cohesion between them.***

Amendment 9

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) National fleet based targets should be established on the basis of the ***total number*** of registered electric vehicles in that Member ***State*** following a common methodology that accounts for technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into account the different recharging patterns of battery electric and plug-in hybrid vehicles. A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible recharging infrastructure should allow flexibility for the implementation of different recharging technologies in Member States.

Amendment

(10) National fleet based targets should be established on the basis of the ***share*** of registered electric vehicles in that Member ***State's total vehicle fleet***, following a common methodology that accounts for technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into account the different recharging patterns of battery electric and plug-in hybrid vehicles, ***as well as population and market shares of electric vehicles***. A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible recharging infrastructure should allow flexibility for the implementation of different recharging technologies in Member States. ***Furthermore, the Commission should assess how vehicles with integrated solar panels may impact the deployment of***

publicly accessible recharging infrastructure and, if appropriate, any consequential adjustment of the charging infrastructure deployment targets of this Regulation.

Amendment 10

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) Implementation in Member States should ensure that a sufficient number of publicly accessible recharging points is installed, ***in particular*** at public transport stations, such as port passenger terminals, airports or railway stations. A sufficient number of publicly accessible fast recharging points dedicated to light-duty vehicles should also be deployed to increase consumer convenience in particular across the TEN-T network to ensure full cross-border connectivity and allow electric vehicles to circulate throughout the Union.

Amendment

(11) Implementation in Member States should ensure that a sufficient number of publicly accessible ***fixed, off-grid or mobile*** recharging points is installed ***in a manner that supports territorial balance and multimodal travelling, avoids regional disparities and ensures that no territory is left behind. Deployment is particularly important in residential areas with a lack of off-street parking and where vehicles typically park for extended periods of time, including taxi parking areas and*** at public transport stations, such as port passenger terminals, airports or railway stations. A sufficient number of publicly accessible fast recharging points dedicated to light-duty vehicles should also be deployed to increase consumer convenience in particular across the TEN-T network to ensure full cross-border connectivity and allow electric vehicles to circulate throughout the Union.

Amendment 11

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11 a) The deployment of publicly accessible recharging infrastructure should primarily result from private market investment. However, until a competitive market has been established,

Member States should support infrastructure deployment in cases where market conditions require public support, provided that such public support is in full compliance with State aid rules. Where relevant, Member States should also take into account that in certain portions of their territory, the demand for an adequate number of charging points might vary throughout the year, as it is the case in many touristic destinations. In such cases the possibility of deploying a temporary mobile off-grid charging infrastructure could offer added flexibility and facilitate meeting seasonal demand without requiring the installation of fixed infrastructure.

Amendment 12

Proposal for a regulation Recital 11 b (new)

Text proposed by the Commission

Amendment

(11 b) The Commission should review, if necessary, the targets set in this Regulation for electric recharging infrastructure dedicated to light-duty and heavy-duty vehicles respectively, to ensure their compatibility with the requirements set in the Union Regulations on CO₂ emission performance standards for light-duty vehicles and for heavy-duty vehicles, respectively.

Amendment 13

Proposal for a regulation Recital 11 c (new)

Text proposed by the Commission

Amendment

(11 c) The Commission should review the need to include requirements for charging infrastructure to serve electrically power assisted cycles and L-category vehicles such as powered electric cycles and e-

mopeds, and in particular the opportunity to equip charging infrastructure with a household power socket that makes it possible for such vehicles to be easily charged, since they represent a mode of transport that can help further reduce CO₂ emissions and air pollution.

Amendment 14

Proposal for a regulation Recital 13

Text proposed by the Commission

(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost nowhere available in the Union. A combined approach of distance-based targets along the TEN-T network, targets for overnight recharging infrastructure and targets at urban nodes should ensure that a sufficient publicly accessible infrastructure coverage for electric heavy-duty vehicles is established throughout the Union to support the *expected* market *uptake* of battery electric heavy-duty vehicles.

Amendment

(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost nowhere available in the Union *and the deployment of infrastructure therefore needs to be accelerated*. A combined approach of distance-based targets along the TEN-T network, targets for overnight recharging infrastructure and targets at urban nodes should ensure that a sufficient publicly accessible infrastructure coverage for electric heavy-duty vehicles is established throughout the Union to *proactively* support the market *share increase* of battery electric heavy-duty vehicles.

Amendment 15

Proposal for a regulation Recital 13 a (new)

Text proposed by the Commission

Amendment

(13 a) *Therefore, an initial public investment in infrastructure for electric heavy-duty vehicles is needed, whereas any further infrastructure development beyond the one provided for in this Regulation should be conditional on their Union-wide, national and regional market*

share development and relevant traffic data.

Amendment 16

Proposal for a regulation Recital 14 a (new)

Text proposed by the Commission

Amendment

(14 a) New charging infrastructure standards for heavy-duty vehicles are currently being developed. It is technically possible to ensure the upgradability of the physical connections and communication exchange protocols so that individual charging stations and charging points can be upgraded to a new standard at a later stage. Therefore, the Commission should consider increasing the individual power output of recharging stations at recharging pools as soon as the new common technical specifications are available.

Amendment 17

Proposal for a regulation Recital 17

Text proposed by the Commission

Amendment

(17) Publicly accessible recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users.

(17) Publicly accessible recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. ***In such locations, where parking facilities have more than 30 parking spaces, Member States should ensure that a sufficient number of publicly accessible recharging or refuelling points is deployed.*** A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is

Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points.

restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points.

Amendment 18

Proposal for a regulation Recital 17 a (new)

Text proposed by the Commission

Amendment

(17 a) In order to avoid any unintended consequences of this Regulation in discouraging the deployment of charging infrastructure for captive fleets such as public transport, publicly accessible recharging stations partially dedicated to public transport fleets, can be counted towards the relevant targets set out in this Regulation. Recharging points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users.

Amendment 19

Proposal for a regulation Recital 17 b (new)

Text proposed by the Commission

Amendment

(17 b) With a view to increase consumer convenience, Member States should encourage operators of publicly accessible recharging or refuelling points to ensure that the opening hours and

uptime of their services fully meet the needs of end users.

Amendment 20

Proposal for a regulation

Recital 20

Text proposed by the Commission

(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council⁵² enable real-time data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of recharging services. By providing energy metering in real time and accurate and transparent information on the cost, they encourage, in combination with smart recharging points, recharging at times of low general electricity demand and low energy prices. The use of smart metering systems in combination with smart recharging points can optimise recharging, with benefits for the electricity system and for the end user. Member States should encourage the use of smart metering system for the recharging of electric vehicles at publicly accessible recharging stations, where technically feasible *and economically reasonable*, and ensure that these systems comply with the requirements laid down in Article 20 of Directive (EU) 2019/944.

Amendment

(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council⁵² enable real-time data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of recharging services. By providing energy metering in real time and accurate and transparent information on the cost, they encourage, in combination with smart recharging points, recharging at times of low general electricity demand and low energy prices. The use of smart metering systems in combination with smart recharging points can optimise recharging, with benefits for the electricity system and for the end user. Member States should encourage the use of smart metering system for the recharging of electric vehicles at publicly accessible recharging stations, where technically feasible, and ensure that these systems comply with the requirements laid down in Article 20 of Directive (EU) 2019/944.

Amendment 21

Proposal for a regulation

Recital 21

Text proposed by the Commission

(21) The increasing number of electric vehicles in road, rail, maritime and other transport modes will require that recharging operations are optimised and managed in a way that does not cause congestion and takes full advantage of the

Amendment

(21) The increasing number of electric vehicles in road, rail, maritime and other transport modes will require that recharging operations are optimised and managed in a way that does not cause congestion and takes full advantage of the

availability of renewable electricity and low electricity prices in the system. Smart recharging in particular can facilitate the integration of electric vehicles into the electricity system **further** as it enables demand response through aggregation and through price based demand response. System integration can further be facilitated through bi-directional recharging (vehicle-to-grid). All **normal** recharging points **at which vehicles are typically parked for a longer period** should therefore support smart recharging.

availability of renewable electricity and low electricity prices in the system. Smart recharging **points, as well as off-grid recharging points**, in particular, can facilitate the integration of electric vehicles into the electricity system **and reduce the impact of electric vehicles on the electricity distribution network**, as it enables demand response through aggregation and through price based demand response. System integration can further be facilitated through bi-directional recharging (vehicle-to-grid). All recharging points should therefore support smart recharging.

Amendment 22

Proposal for a regulation Recital 21 a (new)

Text proposed by the Commission

Amendment

(21 a) Bidirectional charging at both private and publicly accessible infrastructure could encourage people to purchase electric vehicles, as they can then be used for mobility as well as energy storage. Therefore, legislative hurdles such as double taxation should be prevented in order to further develop the business case of bidirectional charging and a sufficient number of private and publicly accessible charging stations should be made available for smart, bidirectional charging.

Amendment 23

Proposal for a regulation Recital 21 b (new)

Text proposed by the Commission

Amendment

(21 b) To ensure that the swift transformation towards e-mobility takes place in a sustainable way, the Union should take a global leadership role in

sustainable products, technologies, services and innovations in particular concerning a circular, socially fair, environmentally responsible, and sustainable battery value chain, including job security and sustainability in the transition to zero and low emission road, maritime and air transport sector.

Amendment 24

Proposal for a regulation Recital 22

Text proposed by the Commission

(22) The development of infrastructure for electric vehicles, the interaction of that infrastructure with the electricity system, and the rights and responsibilities assigned to the different actors in the electric mobility market, have to be consistent with the principles established under Directive (EU) 2019/944. In that sense, distribution system operators should cooperate on a non-discriminatory basis with any person establishing or operating publicly accessible recharging points and Member States should ensure that the electricity supply for a recharging point can be the subject of a contract with a supplier other than the entity supplying electricity to the household or premises where this recharging point is located. The access of Union electricity suppliers to recharging points should be without prejudice to the derogations under Article 66 of Directive (EU) 2019/944.

Amendment

(22) The development of ***on-grid and off-grid*** infrastructure for electric vehicles, the interaction of that infrastructure with the electricity system, and the rights and responsibilities assigned to the different actors in the electric mobility market, have to be consistent with the principles established under Directive (EU) 2019/944. In that sense, distribution system operators should cooperate on a non-discriminatory basis with any person establishing or operating publicly accessible recharging points and Member States should ensure that the electricity supply for a recharging point can be the subject of a contract with a supplier other than the entity supplying electricity to the household or premises where this recharging point is located. The access of Union electricity suppliers to recharging points should be without prejudice to the derogations under Article 66 of Directive (EU) 2019/944.

Amendment 25

Proposal for a regulation Recital 23

Text proposed by the Commission

(23) The establishment and operation of recharging points for electric vehicles

Amendment

(23) The establishment and operation of recharging points for electric vehicles

should be developed as a competitive market with open access to all parties interested in rolling-out or operating recharging infrastructures. In view of the limited alternative locations on highways, existing highway concessions such as for conventional refuelling stations or rest areas are a particular cause for concern, since they can run over very long periods and sometimes even lack a specified end date altogether. Member States should seek, to the extent possible and in compliance with Directive 2014/23/EU of the European Parliament and of the Council⁵³, to competitively award new concessions specifically for recharging stations on or adjacent to existing highway rest areas in order to limit deployment cost and enable new market entrants.

⁵³ Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).

Amendment 26

Proposal for a regulation Recital 23 a (new)

Text proposed by the Commission

should be developed as a competitive market with open access to all parties interested in rolling-out or operating recharging infrastructures. ***Therefore, Member States should prevent the emergence of dominant operators of charging infrastructure during the infrastructure development phase. Regional and local authorities support this objective by designating areas for competing operators.*** In view of the limited alternative locations ***for charging operators*** on highways, existing highway concessions such as for conventional refuelling stations or rest areas are a particular cause for concern, since they can run over very long periods and sometimes even lack a specified end date altogether. Member States should seek, to the extent possible and in compliance with Directive 2014/23/EU of the European Parliament and of the Council, to competitively award new concessions specifically for recharging stations on or adjacent to existing highway rest areas in order to ***prevent encroaching onto green spaces and to*** limit deployment cost and enable new market entrants. ***The possibility of setting up recharging points of competing operators at a highway rest area can also be considered.***

⁵³ Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).

Amendment

(23 a) There is a wide range of funding sources available for Member States to support the deployment of alternative fuels infrastructure, in

particular the Recovery and Resilience Facility established by Regulation (EU) 2021/241^{1a}, the Commission's Technical Support Instrument established by Regulation (EU) 2021/240^{1b}, the Connecting Europe Facility established by Regulation (EU) 2021/1153^{1c} and Horizon Europe partnerships and missions, in particular the proposed Mission on Climate Neutral and Smart Cities, which aims to make 100 cities climate neutral by 2030. In addition, the European Regional Development Fund and the Cohesion Fund established by Regulation (EU) 2021/1058^{1d} are available to support investment in research, innovation and deployment, in particular in the less developed Member States and regions and the Invest EU programme, through its Sustainable Infrastructure window, can bolster future-proof investment across the European Union, help mobilise private investment and provide advisory services to project promoters and operators working in sustainable infrastructure and mobile assets. In recent years, the EIB Group has also ramped up its support to accelerate newer technologies such as e-mobility and digitalisation under the Cleaner Transport Facility, and the EIB is expected to continue providing a range of financing structures to help accelerate the deployment. Member States should tap into these financing possibilities, in particular to support public transport and active transport solutions and to finance measures designed to support citizens in energy and mobility poverty.

^{1a} Regulation (EU) 2021/241 of the European Parliament and of the Council of 12 February 2021 establishing the Recovery and Resilience Facility (OJ L 57, 18.2.2021, p. 17).

^{1b} Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument (OJ L 57,

18.2.2021, p. 1).

^{1c} **Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38).**

^{1d} **Regulation (EU) 2021/1058 of the European Parliament and of the Council of 24 June 2021 on the European Regional Development Fund and on the Cohesion Fund (OJ L 231, 30.6.2021, p. 60).**

Amendment 27

Proposal for a regulation Recital 24

Text proposed by the Commission

(24) Price transparency is crucial to ensure seamless and easy recharging and refuelling. Users of alternative fuel vehicles should be given accurate price information before the start of the recharging or refuelling service. The price should be communicated in a clearly structured manner to allow end users to identify ***the different cost components***.

Amendment

(24) Price transparency ***and affordability*** is crucial to ensure seamless and easy recharging and refuelling. Users of alternative fuel vehicles should be given accurate price information before the start of the recharging or refuelling service. The price should be communicated in a clearly structured manner, ***displaying, when applicable, the cost per kWh or per kg***, to allow end users to identify, ***and to anticipate, the total cost of the recharging or refuelling operation***.

Amendment 28

Proposal for a regulation Recital 24 a (new)

Text proposed by the Commission

Amendment

(24 a) ***The uptake of battery-electric and hydrogen vehicles will lead to a substantial change in recharging patterns which makes information on the availability of electric recharging points and refuelling stations essential for a***

seamless travel within the EU. To optimise the efficiency of both journey planning and recharging or refuelling, drivers should be given comprehensive information on the availability of specific recharging and refuelling points and expected waiting times. Therefore, Member States should encourage operators to offer information systems for end users. Such systems should be precise, user-friendly and operable in the official language(s) of the Member State and in English.

Amendment 29

Proposal for a regulation

Recital 25

Text proposed by the Commission

(25) New services emerge, particularly in support of the use of electric vehicles. Entities offering those services, such as mobility service providers, should be able to operate under fair market conditions. In particular, operators of recharging points should not give undue preferential treatment to any of those service providers, for instance through unjustified price differentiation that may impede competition and ultimately lead to higher prices for consumers. The Commission should monitor the development of the recharging market. When reviewing the Regulation, the Commission will take actions where required by market developments such as limitations of services for end users or business practices that may limit competition.

Amendment

(25) New services emerge, particularly in support of the use of electric vehicles. Entities offering those services, such as mobility service providers, should be able to operate under fair market conditions. In particular, operators of recharging points should not give undue preferential treatment to any of those service providers, for instance through unjustified price differentiation that may impede competition and ultimately lead to higher prices for consumers. ***National regulatory authorities and*** the Commission should monitor the development of the recharging market. ***At the latest*** when reviewing the Regulation, the Commission will take actions where required by market developments such as limitations of services for end users or business practices that may limit competition.

Amendment 30

Proposal for a regulation

Recital 26

Text proposed by the Commission

(26) Hydrogen-powered motor vehicles have at present very low market penetration rates. However, a build-up of sufficient hydrogen refuelling infrastructure is essential in order to make large-scale hydrogen-powered motor vehicle deployment possible as envisaged in the Commission's hydrogen strategy for a climate-neutral Europe⁵⁴. Currently, hydrogen refuelling points are only deployed in a few Member States and are largely not suitable for heavy-duty vehicles, not allowing for a circulation of hydrogen vehicles across the Union. Mandatory deployment targets for publicly accessible hydrogen refuelling points should ensure that a sufficiently dense network of hydrogen refuelling points is deployed across the TEN-T core network to allow for the seamless travel of hydrogen fuelled light-duty *and* heavy-duty vehicles throughout the Union.

⁵⁴ COM(2020)0301.

Amendment 31

Proposal for a regulation Recital 27

Text proposed by the Commission

(27) Hydrogen fuelled vehicles should be able to refuel at or close to the destination, which is usually located in an urban area. To ensure that publicly accessible destination refuelling is possible at least in the main urban areas, all urban nodes as defined in Regulation (EU) No 1315/2013 of the European Parliament and of the Council⁵⁵ should provide such refuelling stations. Within the urban nodes, public authorities should consider to deploy the stations within multimodal freight centres

Amendment

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⁵⁴ COM(2020)0301.

Amendment

(27) Hydrogen fuelled vehicles should be able to refuel at or close to the destination, which is usually located in an urban area. To ensure that publicly accessible destination refuelling is possible at least in the main urban areas, all urban nodes as defined in Regulation (EU) No 1315/2013 of the European Parliament and of the Council⁵⁵ should provide such refuelling stations. Within the urban nodes, public authorities should consider to deploy the stations within multimodal freight centres

as those are not only the typical destination for heavy-duty vehicles but could also serve hydrogen to other transport modes, such as rail *and* inland shipping.

⁵⁵ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

Amendment 32

Proposal for a regulation Recital 28

Text proposed by the Commission

(28) At the early stage of market deployment there is still *a degree of* uncertainty with regard to the kind of vehicles that will come into the market and to the kind of technologies that are going to be widely used. As outlined in the Commission's communication 'A hydrogen strategy for a climate-neutral Europe'⁵⁶ the heavy-duty segment was identified as the most likely segment for the early mass deployment of hydrogen vehicles. Therefore, hydrogen refuelling infrastructure should preliminarily focus on that segment while also allowing light-duty vehicles to fuel at publicly accessible hydrogen refuelling stations. To ensure interoperability, all publicly accessible hydrogen stations should at least serve gaseous hydrogen at 700 bar. The infrastructure roll out should also take into account the emergence of new technologies, such as liquid hydrogen, that allow a larger range for heavy-duty vehicles and are the preferred technology choice of some vehicle manufacturers. To that end, a minimum number of hydrogen refuelling stations should serve also liquid

as those are not only the typical destination for heavy-duty vehicles but could also serve hydrogen to other transport modes, such as rail, inland shipping *and long-distance collective passenger transport*.

⁵⁵ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

Amendment

(28) At the early stage of market deployment there is still uncertainty with regard to the kind of vehicles that will come into the market and to the kind of technologies that are going to be widely used. As outlined in the Commission's communication 'A hydrogen strategy for a climate-neutral Europe'⁵⁶ the heavy-duty segment was identified as the most likely segment for the early mass deployment of hydrogen vehicles. Therefore, hydrogen refuelling infrastructure should preliminarily focus on that segment while also allowing light-duty vehicles to fuel at publicly accessible hydrogen refuelling stations. To ensure interoperability, all publicly accessible hydrogen stations should at least serve gaseous hydrogen at 700 bar. The infrastructure roll out should also take into account the emergence of new technologies, such as liquid hydrogen, that allow a larger range for heavy-duty vehicles and are the preferred technology choice of some vehicle manufacturers. To that end, a minimum number of hydrogen refuelling stations should serve also liquid hydrogen in addition to gaseous hydrogen

hydrogen in addition to gaseous hydrogen at 700 bar.

at 700 bar.

⁵⁶ COM(2020)0301

⁵⁶ COM(2020)0301

Amendment 33

Proposal for a regulation Recital 28 a (new)

Text proposed by the Commission

Amendment

(28 a) It is important to support the effective rollout in Member States of the hydrogen refuelling infrastructure that is foreseen. This will require coordination amongst all stakeholders, including by European, national, and regional institutions, trade unions, and the industry. Initiatives, such as the Clean Hydrogen Joint Undertaking, set up by Council Regulation (EU) 2021/2085, should also be used with a view to facilitating and leveraging private funding so that it reaches the relevant targets identified in this Regulation.

Amendment 34

Proposal for a regulation Recital 30

Text proposed by the Commission

Amendment

(30) Users of alternative fuel vehicles should be able to pay easily and conveniently at all publicly accessible recharging and refuelling points, without the need to enter into a contract with the operator of the recharging or refuelling point or a mobility service provider. Therefore, for recharging or refuelling on an ad hoc basis, all publicly accessible recharging and refuelling points should accept payment instruments that are widely used in the Union, **and in particular electronic payments through terminals**

(30) Users of alternative fuel vehicles should be able to pay easily and conveniently at all publicly accessible recharging and refuelling points, without the need to enter into a contract with the operator of the recharging or refuelling point or a mobility service provider. Therefore, for recharging or refuelling on an ad hoc basis, all publicly accessible recharging and refuelling points should accept **electronic card payment or devices with a contactless functionality that is at least able to read payment cards, and if**

and devices used for payment services.
That ad hoc payment method should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point.

possible also additional payment instruments that are widely used in the Union. That ad hoc payment method should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point. ***In order to guarantee consumer friendly and seamless payments at charging and refuelling stations, the Commission should be encouraged to amend Directive (EU) 2015/2366 to guarantee that contactless payment by card is possible at charging and refuelling stations.***

Amendment 35

Proposal for a regulation Recital 30 a (new)

Text proposed by the Commission

Amendment

(30 a) To ensure that recharging infrastructure is used efficiently and improves reliability and consumer confidence in e-mobility, it is essential to ensure that the use of publicly accessible recharging stations are accessible to all users, regardless of the automobile brand, in a user friendly and non-discriminatory way.

Amendment 36

Proposal for a regulation Recital 31

Text proposed by the Commission

Amendment

(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. ***In principle***, the location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be ***used by as much*** of the public ***as possible***,

(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. The location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be ***accessible and user-friendly for all*** of the public, in particular

in particular by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or screen of the recharging station are at an appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility requirements in Annexes I and III to Directive (EU) 2019/882⁵⁷ should be applicable to recharging and refuelling infrastructure.

⁵⁷ Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70).

by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or screen of the recharging station are at an appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility requirements in Annexes I and III to Directive (EU) 2019/882⁵⁷ should be applicable to recharging and refuelling infrastructure.

⁵⁷ Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70).

Amendment 37

Proposal for a regulation Recital 32

Text proposed by the Commission

(32) Shore-side electricity facilities can serve maritime and inland waterway transport as clean power supply and contribute to reducing the environmental impact of seagoing ships and inland waterway vessels. Under the FuelEU maritime initiative, ship operators of container and passenger ships need to comply with provisions to reduce emissions at berth. Mandatory deployment targets should ensure that the sector finds sufficient shore-side electricity supply in TEN-T core and comprehensive maritime ports to comply with those requirements. The application of these targets to all TEN-T maritime ports should ensure the level

Amendment

(32) Shore-side electricity facilities, ***either fixed or mobile***, can serve maritime and inland waterway transport as clean power supply and contribute to reducing the environmental impact of seagoing ships and inland waterway vessels. ***The public health and climate benefits of using onshore-power supply over other options are prominent in terms of air quality for urban areas surrounding ports.*** Under the FuelEU maritime initiative, ship operators of container and passenger ships need to comply with provisions to reduce emissions at berth. Mandatory deployment targets should ensure that the sector finds sufficient shore-side electricity supply in

playing field between ports.

TEN-T core and comprehensive maritime ports to comply with those requirements. *As there are diverse governance frameworks regulating maritime ports in the Union, Member States may decide that the infrastructure is deployed in the relevant terminals with the highest amount of port calls for each individual ship type, in order to reach those targets.* The application of these targets to all TEN-T maritime ports should ensure the level playing field between ports. *Given the costs and complexity related to the roll-out of shore-side electricity in maritime ports, it is essential to prioritise investments within ports and, where relevant, between terminals, where they make the most sense in terms of utilisation, economic viability, reductions of greenhouse gas emissions and air pollution, and grid capacity.*

Amendment 38

Proposal for a regulation Recital 32 a (new)

Text proposed by the Commission

Amendment

(32 a) *Member States should take all necessary steps to ensure sufficient frequency conversion, power reserve and that the electricity grid is sufficiently extended, in connectivity and capacity, to ensure that enough shore-side electricity supply is provided to meet the power demands resulting from the provision of shore-side electricity in ports, as required in this Regulation. To ensure continuity, Member States should upgrade and maintain the grid so that it is able to handle present and future increased demand of shore-side electricity services in ports. In case it is impossible to supply sufficient shore-side electricity due to weak capacity in the local grid connecting to the port, this should be rectified by the Member State and not be considered as a failure by the port nor of the ship owner*

or operator to comply with the requirements of this Regulation, as long as the insufficient local grid capacity is duly attested by the grid manager.

Amendment 39

Proposal for a regulation Recital 32 b (new)

Text proposed by the Commission

Amendment

(32 b) *The development and deployment of alternative fuels for the maritime sector requires a coordinated approach to match supply and demand and avoid stranded assets. Therefore, all relevant public and private actors should be involved in the roll-out of alternative fuels and notably of shore-side electricity, including but not limited to relevant authorities at local, regional and national level, port authorities, terminal operators, grid operators, onshore power supply operators, ship-owners and other relevant maritime market actors.*

Amendment 40

Proposal for a regulation Recital 32 c (new)

Text proposed by the Commission

Amendment

(32 c) *In order to ensure a coherent legislative framework for the use and deployment of alternative fuels, this Regulation should be aligned with Regulation XXXX-XXX [FuelEU Maritime] and Directive 2003/96/EC [Energy Taxation Directive]. This alignment should ensure that the provisions on onshore power supply in ports is accompanied by rules mandating the use of shore-side electricity by ships and by rules incentivising its use through a tax exemption.*

Amendment 41

Proposal for a regulation Recital 32 d (new)

Text proposed by the Commission

Amendment

(32 d) The prioritisation of certain segments of shipping for the provision and use of shore-side electricity to lower emissions at berth should not exempt other segments from contributing to the climate and zero pollution goals. Therefore, as part of the review of this Regulation, the Commission should assess extending the provisions relating to minimum shore-side electricity supply in TEN-T core and comprehensive maritime ports to include also smaller ships and additional ship types. The Commission should in particular consider the availability of relevant data, the potential reduction in greenhouse gas emissions and air pollution, the technological development and the effectiveness of a widening of the scope in terms of climate and health benefits, the scale of administrative burden as well as financial and social consequences thereof. In addition, the Commission should assess extending the provisions to allow for infrastructure that would supply shore-side electricity to vessels at anchorage within a port area;

Amendment 42

Proposal for a regulation Recital 32 e (new)

Text proposed by the Commission

Amendment

(32 e) It is important to avoid stranded assets and make sure that the public and private investments that are made today are future proof and contributing to the climate neutral pathway as set out by the

European Green Deal. The deployment of shore-side electricity in maritime ports has to be seen together with the current and future deployment of equivalent alternative zero-greenhouse gas emission and zero-pollutants technologies, in particular those technologies that deliver emission and pollutants reductions both at berth and during navigation.

Amendment 43

Proposal for a regulation

Recital 34

Text proposed by the Commission

(34) These targets should take into account the types of vessels served and their respective traffic volumes. Maritime ports with low traffic volumes of certain ship categories, should be exempted from the mandatory requirements for the corresponding ship categories based on a minimum level of traffic volume, so as to avoid underused capacity being installed. Similarly, the mandatory targets should not aim to target maximum demand, but a sufficiently high volume, in order to avoid underused capacity and to take account of port operational characteristics. Maritime transport is an important link for the cohesion and economic development of islands in the Union. Energy production capacity ***in these islands*** may not always be sufficient to account for the power demand required to support the provision of shore-side electricity supply. In such a case ***islands*** should be exempted from this requirement unless and until such an electrical connection with the mainland has been completed or there is a sufficient locally generated capacity from clean energy sources.

Amendment

(34) These targets should take into account the types of vessels served and their respective traffic volumes. Maritime ports with low traffic volumes of certain ship categories, should be exempted from the mandatory requirements for the corresponding ship categories based on a minimum level of traffic volume, so as to avoid underused capacity being installed. Similarly, the mandatory targets should not aim to target maximum demand, but a sufficiently high volume, in order to avoid underused capacity and to take account of port operational characteristics. Maritime transport is an important link for the cohesion and economic development of islands in the Union, ***as well as of the outermost regions, for which maritime transport is used for the purposes of tourism activities. Their*** energy production capacity may not always be sufficient to account for the power demand required to support the provision of shore-side electricity supply. In such a case ***these territories*** should be exempted from this requirement unless and until such an electrical connection with the mainland has been completed or there is a sufficient locally generated capacity from clean energy sources.

Amendment 44

Proposal for a regulation Recital 35

Text proposed by the Commission

(35) A core network of refuelling points for LNG at maritime ports should be available by 2025. Refuelling points for LNG include LNG terminals, tanks, mobile containers, bunker vessels and barges.

Amendment

(35) A core network of refuelling points for LNG, **hydrogen and ammonia** at maritime ports should be available by 2025. **The deployment of LNG infrastructure, due to the fuel's transitional role, should be driven by market demand, to avoid stranded assets and underused capacity.** Refuelling points for LNG include LNG terminals, tanks, mobile containers, bunker vessels and barges.

Amendment 45

Proposal for a regulation Recital 36

Text proposed by the Commission

(36) Electricity supply to stationary aircraft at airports should replace the consumption of liquid fuel with a cleaner power source by aircraft (use of Auxiliary Power Unit) or ground power units (GPUs). This should reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply while parked at gates or at outfield positions at TEN-T airports.

Amendment

(36) Electricity supply to stationary aircraft at airports should replace the consumption of liquid fuel with a cleaner power source by aircraft (use of Auxiliary Power Unit) or ground power units (GPUs). **Therefore, all commercial transport operations covered under the scope of this Regulation should make use of external electricity supply while parked at gates or at outfield positions at airports. Additionally, in order for commercial passenger aircraft to completely turn off their engines while parked, pre-conditioned air (PCA) systems in in TEN-T core airports should be taken into account.** This would reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply **and pre-conditioned air systems** while parked at gates or at outfield positions at TEN-T

airports.

Amendment 46

Proposal for a regulation

Recital 37

Text proposed by the Commission

(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, alternatives *to fossil fuel* will be needed in all transport modes to meet the ambitions of the European Green Deal. The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be met by the Member States. The revised frameworks should equally address all transport modes including those for which no mandatory deployment targets exists.

Amendment

(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, ***fossil fuels should be phased out and sustainable*** alternatives will be needed in all transport modes to meet the ambitions of the European Green Deal ***and the Union climate objectives***. The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be met by the Member States. The ***national policy frameworks should be based on territorial analysis, identifying the different needs and taking into account, when relevant, existing regional and local deployment plans of recharging and refuelling infrastructure. Attention should be paid to rural areas in order to ensure full accessibility to such infrastructure.*** Furthermore, ***the*** revised frameworks should equally address all transport modes including those for which no mandatory deployment targets exists.

Amendment 47

Proposal for a regulation
Recital 38

Text proposed by the Commission

(38) The revised national policy frameworks should include supporting actions for the development of the market as regards alternative fuels, including the deployment of the necessary infrastructure to be put into place, in close cooperation with regional and local authorities and with the industry concerned, while taking into account the needs of small and medium-sized enterprises. Additionally, the revised frameworks should describe the overall national framework for planning, permitting and procuring of such infrastructure, including the identified obstacles and actions to remove them so that a faster rollout of infrastructure can be achieved.

Amendment

(38) The revised national policy frameworks should ***be aligned with the Union climate objectives and include detailed market and traffic shares, especially for transit traffic, data monitoring and evaluation on a frequent basis, providing for market projections*** and supporting actions for the development of the market as regards alternative fuels, including the deployment of the necessary infrastructure to be put into place, in close cooperation with regional and local authorities and with the industry concerned, while taking into account the needs ***of ensuring a socially just transition*** and of small and medium-sized enterprises. Additionally, the revised frameworks should describe the overall national framework for planning, permitting and procuring of such infrastructure, including the identified obstacles and actions to remove them so that a faster rollout of infrastructure can be achieved. ***The revised national policy frameworks should take into utmost account the 'energy efficiency first' principle. Member States should consider the recently released Recommendation and Guidelines on the implementation of the principle, which explain how planning, policy and investment decisions can reduce energy consumption in a number of key sectors, including transport.***

Amendment 48

Proposal for a regulation
Recital 39

Text proposed by the Commission

(39) The development and

Amendment

(39) The development and

implementation of the revised national policy frameworks of the Member States should be facilitated by the Commission by means of exchanges of information and best practices between the Member States.

implementation of the revised national policy frameworks of the Member States should be facilitated by the Commission by means of exchanges of information and best practices between the Member States *and regional and local authorities.*

Amendment 49

Proposal for a regulation Recital 40

Text proposed by the Commission

(40) In order to promote alternative fuels and develop the relevant infrastructure, the national policy frameworks should consist of detailed strategies to promote alternative fuels in sectors that are difficult to decarbonise such as aviation, maritime transport, inland waterway transport as well as rail transport on network segments that cannot be electrified. In particular, Member States should develop clear strategies for the decarbonisation of inland waterway transport along the TEN-T network in close cooperation with those Member States concerned. Long term decarbonisation strategies should also be developed for TEN-T ports and TEN-T airports, in particular with a focus on the deployment of infrastructure for low and zero emission vessels and aircraft as well as for railway lines that are not going to be electrified. On the basis of those strategies the Commission should review this Regulation with a view to setting more mandatory targets for those sectors.

Amendment

(40) In order to promote alternative fuels and develop the relevant infrastructure, the national policy frameworks should consist of detailed strategies to promote alternative fuels in sectors that are difficult to decarbonise, such as aviation, maritime transport and inland waterway transport, as well as rail transport on network segments that cannot be electrified. In particular, Member States should develop clear strategies for the decarbonisation of inland waterway transport along the TEN-T network in close cooperation with those Member States concerned. Long term decarbonisation strategies should also be developed for TEN-T ports and TEN-T airports, in particular with a focus on the deployment of infrastructure for low and zero emission vessels and aircraft as well as for railway lines that are not going to be electrified. On the basis of those strategies, *and taking into consideration the national market and traffic share data and market projections*, the Commission should review this Regulation with a view to setting more mandatory targets for those sectors.

Amendment 50

Proposal for a regulation Recital 40 a (new)

(40 a) While only around only 56% of the existing European rail network is electrified, electricity-powered trains make up more than 80 % of total travelled train-kilometres. However, there are still an estimated 6,000 diesel trains in service today. Since they are dependent on fossil fuels, they generate greenhouse gas emissions and air pollution. The further deployment of alternative fuels infrastructure in the rail sector is therefore necessary and urgent to ensure a shift away from fossil fuel powered trains, and thereby to ensure that all transport sectors play their role in shifting towards a climate neutral economy. Consequently, it is appropriate for this Regulation to lay down concrete targets are proposed under this Regulation. Different technologies are available to the rail sector to shift away from diesel trains, including direct electrification, battery powered trains and hydrogen applications, where direct electrification of a segment is not possible for reasons of cost-efficiency of the service. The development of these technologies requires the deployment of suitable recharging and refuelling infrastructure in Member States. Before their deployment, Member States should carefully assess the best locations for such infrastructure, and should, in particular, consider deployment in multimodal hubs and urban nodes. The ‘energy efficiency first’ principle should be fully taken into account in planning and investment decisions.

Amendment 51

**Proposal for a regulation
Recital 41**

Text proposed by the Commission

(41) Member States should make use of a wide range of regulatory **and non-regulatory** incentives and measures to reach the mandatory targets and implement their national policy frameworks, in close cooperation with private sector actors, who should play a key role in supporting the development of alternative fuels infrastructure.

Amendment

(41) Member States should make use of a wide range of **market-based and** regulatory incentives and measures to reach the mandatory targets and implement their national policy frameworks, in close cooperation with **regional and local authorities, as well as** private sector actors, who should play a key role in supporting **and financing** the development of alternative fuels infrastructure.

Amendment 52

**Proposal for a regulation
Recital 41 b (new)**

Text proposed by the Commission

Amendment

(41 b) Member States should introduce incentive schemes and should take all necessary measures when seeking to promote sustainable modes of transport. Particular emphasis should be placed on the role of municipal or regional authorities, which can facilitate the uptake of vehicles using alternative fuels through dedicated tax incentives, public procurements or local traffic regulations.

Amendment 53

**Proposal for a regulation
Recital 42**

Text proposed by the Commission

Amendment

(42) Pursuant to Directive 2009/33/EC of the European Parliament and of the Council⁵⁸, minimum national shares of public procurement are reserved for clean and zero-emission buses, where a clean bus uses alternative fuels as defined in Article 2, point (3) of this Regulation. With ever more public transport authorities and

(42) Pursuant to Directive 2009/33/EC of the European Parliament and of the Council⁵⁸, minimum national shares of public procurement are reserved for clean and zero-emission buses, where a clean bus uses alternative fuels as defined in Article 2, point (3) of this Regulation. With ever more public transport authorities and

operators switching to clean and zero-emission buses in order to reach those targets, Member States should include the targeted promotion and development of the necessary bus infrastructure as a key element in their National Policy Frameworks. Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for *clean and zero-emission buses at local level*.

⁵⁸ Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles (OJ L 120, 15.5.2009, p. 5).

Amendment 54

Proposal for a regulation Recital 43

Text proposed by the Commission

(43) In light of the increasing diversity in the type of fuels for motorised vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide vehicle users with clear and easy-to-understand information on the fuels available at refuelling stations and on the compatibility of their vehicle with different fuels or recharging points on the Union market. Member States should be able to decide to implement such information measures also in respect of vehicles placed on the market *before 18 November 2016*.

Amendment 55

operators switching to clean and zero-emission buses in order to reach those targets, Member States should include the targeted promotion and development of the necessary bus infrastructure as a key element in their National Policy Frameworks. Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for zero-emission buses, *coaches and for car sharing along roads and should be able to count such deployment towards the targets set out in this Regulation*.

⁵⁸ Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles (OJ L 120, 15.5.2009, p. 5).

Amendment

(43) In light of the increasing diversity in the type of fuels for motorised vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide vehicle users with clear and easy-to-understand information on the fuels available at refuelling stations and on the compatibility of their vehicle with different fuels or recharging points on the Union market. Member States should be able to decide to implement such information measures also in respect of vehicles *previously* placed on the market.

Proposal for a regulation
Recital 44

Text proposed by the Commission

(44) Simple and easy-to-compare information on the prices of different fuels could play an important role in enabling vehicle users to better evaluate the relative cost of individual fuels available on the market. Therefore, a unit price comparison of certain alternative fuels and conventional fuels, expressed as ‘fuel price per 100km’, should be displayed for information purposes at all relevant fuel stations.

Amendment

(44) Simple and easy-to-compare information on the prices of different fuels could play an important role in enabling vehicle users to better evaluate the relative cost of individual fuels available on the market. Therefore, a unit price comparison of certain alternative fuels and conventional fuels, expressed as ‘fuel price per 100km’ should be displayed for information purposes at all relevant fuel stations. ***It should be made clear to consumers that this price comparison concerns the average fuel prices in the Member State, which may differ from the actual prices charged at the fuel station in question. Moreover, for ad hoc recharging of electricity and refuelling of hydrogen, the price charged at the station in question should also be provided per kWh and per kg, respectively.***

Amendment 56

Proposal for a regulation
Recital 46

Text proposed by the Commission

(46) Data should play a fundamental role in the adequate functioning of recharging and refuelling infrastructure. The format, the frequency and the quality in which these data should be made available and accessible should determine the overall quality of an alternative fuels infrastructure ecosystem that meets user needs. Moreover, those data should be accessible in a coherent manner in all Member States. Therefore, data should be provided in accordance with the requirements set in Directive 2010/40/EU of the European Parliament and the Council⁵⁹ for national access points (NAPs).

Amendment

(46) Data should play a fundamental role in the adequate functioning of recharging and refuelling infrastructure. The format, the frequency and the quality in which these data should be made available and accessible should determine the overall quality of an alternative fuels infrastructure ecosystem that meets user needs. Moreover, those data should be accessible in a coherent manner in all Member States. Therefore, data should be provided ***as open data*** in accordance with the requirements set in Directive 2010/40/EU of the European Parliament and the Council⁵⁹ for national access points (NAPs). ***For services allowing seamless travel across***

the Union, a Union wide system should also be created, importing standardised information from national systems. Therefore, the Commission should establish a common European access point at Union level, to function as a data gateway for end users and mobility service providers to easily access the relevant data retained in the National Access Points. It should, when possible, be compatible and interoperable with existing information and reservation systems developed by Member States. The European access point could facilitate better price comparisons for consumers between publicly accessible recharging and refuelling operators on the internal market and provide users with information on the accessibility and availability, waiting times and the remaining alternative fuels capacity of the refuelling and recharging points. This could help preventing traffic disruption and benefit road safety. This information should be made available through a public, up-to-date, user-friendly, accessible and multilingual interface at EU level.

⁵⁹ Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).

⁵⁹ Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).

Amendment 57

Proposal for a regulation

Recital 52

Text proposed by the Commission

(52) In the application of this Regulation, the Commission should consult relevant expert groups, **and** in particular the Sustainable Transport Forum ('STF') and

Amendment

(52) In the application of this Regulation, the Commission should consult **a broad range of organisations and stakeholders, including but not limited to consumers**

the European Sustainable Shipping Forum ('ESSF'). Such expert consultation is of particular importance when the Commission intends to adopt delegated or implementing acts under this Regulation.

groups, municipalities, cities and regions, as well as relevant expert groups, in particular the Sustainable Transport Forum ('STF') and the European Sustainable Shipping Forum ('ESSF'). Such expert consultation is of particular importance when the Commission intends to adopt delegated or implementing acts under this Regulation.

Amendment 58

Proposal for a regulation Recital 53

Text proposed by the Commission

(53) Alternative fuels infrastructure is a fast developing area. The lack of common technical specification constitutes a barrier for the creation of a single market of alternative fuels infrastructure. Therefore, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to norm technical specifications for areas where common technical specifications are outstanding but necessary. In particular, this should include the communication between the electric vehicle and the recharging point, the communication between the recharging point and the recharging software management system (back-end); the communication related to the electric vehicle roaming service and the communication with the electricity grid. It is also necessary to define the suitable governance framework and roles of the different actors involved in the vehicle-to-grid communication ecosystem. **Moreover**, emerging technological developments, such as electric road systems ('ERS') **have to be accounted for**. As concerns data provision, it is necessary to provide for additional data types and technical specifications related to the format, the frequency and the quality in which these data should be made available and accessible.

Amendment

(53) Alternative fuels infrastructure is a fast developing area. The lack of common technical specification constitutes a barrier for the creation of a single market of alternative fuels infrastructure. Therefore, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to norm technical specifications for areas where common technical specifications are outstanding but necessary. In particular, this should include the communication between the electric vehicle and the recharging point, the communication between the recharging point and the recharging software management system (back-end); the communication related to the electric vehicle roaming service and the communication with the electricity grid, **while ensuring a high level of cybersecurity and consumer data protection**. It is also necessary to **swiftly** define the suitable governance framework and roles of the different actors involved in the vehicle-to-grid communication ecosystem **while taking into account and supporting** emerging technological developments **with high GHG emission reduction potential**, such as electric road systems ('ERS'), **notably inductive and overhead catenary line charging solutions**. As concerns data provision, it is

necessary to provide for additional data types and technical specifications related to the format, the frequency and the quality in which these data should be made available and accessible. *It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.*

Amendment 59

Proposal for a regulation Recital 54 a (new)

Text proposed by the Commission

Amendment

(54 a) Given that this Regulation will generate additional compliance costs for affected sectors, compensatory actions need to be taken in order to prevent the total level of regulatory burdens from increasing. The Commission should therefore be obliged to present, before the entry into force of this Regulation, proposals offsetting the regulatory burdens introduced by this Regulation, through the revision or abolishment of provisions in other EU Regulations that generate unnecessary compliance costs in the affected sectors.

Amendment 60

Proposal for a regulation Article 1 – paragraph 1

Text proposed by the Commission

1. This Regulation sets out **mandatory** national targets for the deployment of sufficient alternative fuels infrastructure in the Union, for road vehicles, vessels and stationary aircraft. It lays down common technical specifications and requirements on user information, data provision and payment requirements for alternative fuels infrastructure.

Amendment

1. This Regulation sets out **minimum** national targets for the deployment of sufficient alternative fuels infrastructure in the Union, for road vehicles, vessels, **trains** and stationary aircraft. It lays down common technical specifications and requirements on user information, data provision and payment requirements for alternative fuels infrastructure.

Amendment 61

**Proposal for a regulation
Article 1 – paragraph 3**

Text proposed by the Commission

3. This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative process between the Commission **and** Member States for the purpose of the finalisation of the national policy frameworks and their subsequent implementation and corresponding Commission action.

Amendment

3. This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative **and multi-level governance** process between the Commission, **and the** Member States, **and regional and local authorities** for the purpose of the finalisation of the national policy frameworks, **taking into account existing local and regional strategies for the deployment of alternative fuels infrastructure**, and their subsequent implementation and corresponding Commission action.

Amendment 62

**Proposal for a regulation
Article 2 – paragraph 1 – point 2 a (new)**

Text proposed by the Commission

Amendment

(2 a) ‘along the TEN-T network’ means, when used in respect of electric recharging stations and hydrogen refuelling stations, that they are located on the TEN-T network or within 1.5 km

driving distance from the nearest exit of a TEN-T road;

Amendment 63

Proposal for a regulation

Article 2 – paragraph 1 – point 3 – point a – introductory part

Text proposed by the Commission

Amendment

(a) ‘alternative fuels for zero-emission vehicles’:

(a) ‘alternative fuels for zero-emission vehicles, **vessels and aircraft**’:

Amendment 64

Proposal for a regulation

Article 2 – paragraph 1 – point 3 – point b – indent 1

Text proposed by the Commission

Amendment

– biomass fuels and biofuels as defined in Article 2, points (27) and (33) of Directive (EU) 2018/2001,

– biomass fuels, **including biogas**, and biofuels as defined in Article 2, points (27), **(28)** and (33) of Directive (EU) 2018/2001,

Amendment 65

Proposal for a regulation

Article 2 – paragraph 1 – point 3 – point c – introductory part

Text proposed by the Commission

Amendment

(c) ‘alternative fossil fuels’ for a transitional phase:

(c) ‘alternative fossil fuels’ for a **limited** transitional phase:

Amendment 66

Proposal for a regulation

Article 2 – paragraph 1 – point 9 a (new)

Text proposed by the Commission

Amendment

(9 a) ‘citizen energy community’ means a community as defined in Article 2(11) of Directive (EU) 2019/944

Amendment 67

Proposal for a regulation Article 2 – paragraph 1 – point 17

Text proposed by the Commission

(17) ‘electric road system’ means a physical installation along a road that allows for the transfer of electricity to an electric vehicle ***while the vehicle is in motion***;

Amendment

(17) ‘electric road system’ means a physical installation along a road that allows for the transfer of electricity to an electric vehicle ***to provide it the energy necessary for propulsion, or for dynamic charging***;

Amendment 68

Proposal for a regulation Article 2 – paragraph 1 – point 17 a (new)

Text proposed by the Commission

Amendment

(17 a) ‘dynamic charging’ means the charging of an electric vehicle battery while the vehicle is in motion;

Amendment 69

Proposal for a regulation Article 2 – paragraph 1 – point 19 a (new)

Text proposed by the Commission

Amendment

(19 a) ‘energy efficiency first’ means ‘energy efficiency first’ as defined in of Article 2, point (18) of Regulation (EU) 2018/1999;

Amendment 70

Proposal for a regulation Article 2 – paragraph 1 – point 19 b (new)

Text proposed by the Commission

Amendment

(19 b) ‘technological neutrality’ means ‘technological neutrality’ as laid down in Recital 25 of Directive (EU)

2018/1972;

Amendment 71

Proposal for a regulation

Article 2 – paragraph 1 – point 35 a (new)

Text proposed by the Commission

Amendment

(35 a) 'payment card' means a payment service that works on the basis of a physical and digital debit or credit card and comprises payment cards embedded in a smartphone application;

Amendment 72

Proposal for a regulation

Article 2 – paragraph 1 – point 35 b (new)

Text proposed by the Commission

Amendment

(35 b) 'payment service' means a 'payment service' as defined in Article 4, point (3), of Directive (EU) 2015/2366;

Amendment 73

Proposal for a regulation

Article 2 – paragraph 1 – point 37 a (new)

Text proposed by the Commission

Amendment

(37 a) 'preconditioned air system' means a fixed or mobile system at airports providing the external supply of conditioned air to cool, ventilate or heat the cabins of stationary aircraft;

Amendment 74

Proposal for a regulation

Article 2 – paragraph 1 – point 38

Text proposed by the Commission

(38) ‘publicly accessible’ alternative fuels infrastructure, means an alternative fuels infrastructure which is located at a site or premise that is open to the general public, irrespective of whether the alternative fuels infrastructure is located on public or on private property, whether limitations or conditions apply in terms of access to the site or premise and irrespective of the applicable use conditions of the alternative fuels infrastructure;

Amendment

(38) ‘publicly accessible’ alternative fuels infrastructure, means an alternative fuels infrastructure which is located at a site or premise that is open to the general public, ***including persons with reduced mobility***, irrespective of whether the alternative fuels infrastructure is located on public or on private property, whether limitations or conditions apply in terms of access to the site or premise and irrespective of the applicable use conditions of the alternative fuels infrastructure.

Amendment 75

Proposal for a regulation

Article 2 – paragraph 1 – point 40

Text proposed by the Commission

(40) ‘recharge on an ad hoc basis’ means a recharging service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point beyond the mere purchase of the service;

Amendment

(40) ‘recharge on an ad hoc basis’ means a recharging service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point ***or to electronically log-in or sign-in to online intermediation services***, beyond the mere purchase of the service;

Amendment 76

Proposal for a regulation

Article 2 – paragraph 1 – point 41

Text proposed by the Commission

(41) ‘recharging point’ means a fixed or mobile interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several connectors to accommodate different connector types, is capable of recharging only one electric vehicle at a time, and

Amendment

(41) ‘recharging point’ means a fixed or mobile, ***on-grid or off-grid*** interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several connectors to accommodate different connector types, is capable of recharging only one electric vehicle at a

excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles.

time, and excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles.

Amendment 77

Proposal for a regulation Article 2 – paragraph 1 – point 49

Text proposed by the Commission

(49) ‘refuelling point’ means a refuelling facility for the provision of any liquid or gaseous alternative fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle at a time;

Amendment

(49) ‘refuelling point’ means a refuelling facility for the provision of any liquid or gaseous alternative fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle *or one vessel* at a time;

Amendment 78

Proposal for a regulation Article 2 – paragraph 1 – point 54 a (new)

Text proposed by the Commission

Amendment

(54 a) ‘renewable energy community’ means a community as defined in Article 2 (16) of Directive (EU) 2018/2001;

Amendment 79

Proposal for a regulation Article 2 – paragraph 1 – point 56

Text proposed by the Commission

(56) ‘safe and secure parking’ means a parking and rest area as *referenced* in Article 17, point(1)(b) that is dedicated to heavy-duty vehicles overnight parking;

Amendment

(56) ‘safe and secure parking’ means a parking and rest area as *referred to* in Article 17, point(1)(b) *of Regulation (EU) No 1315/2013*, that is dedicated to heavy-duty vehicles overnight parking *and has been certified pursuant to the provisions in Article 8a of Regulation (EC) No 561/2006*;

Amendment 80

Proposal for a regulation Article 2 – paragraph 1 – point 57

Text proposed by the Commission

(57) ‘ship at berth’ means ***ship at berth as defined in Article 3, point (n) of Regulation (EU) 2015/757;***

Amendment

(57) ‘ship at berth’ means ***a ship which is securely moored at the quayside in a port falling under the jurisdiction of a Member State while it is loading, unloading, embarking or disembarking passengers or hotelling, including the time spent when not engaged in cargo or passenger operations;***

Amendment 81

Proposal for a regulation Article 2 – paragraph 1 – point 58

Text proposed by the Commission

(58) ‘shore-side electricity supply’ means the provision of shore-side electrical power through a standardised ***interface*** to seagoing ships or inland waterway vessels at berth;

Amendment

(58) ‘shore-side electricity supply’ means the provision of shore-side electrical power through a standardised ***fixed, floating or mobile installation*** to seagoing ships or inland waterway vessels at berth;

Amendment 82

Proposal for a regulation Article 2 – paragraph 1 – point 66 a (new)

Text proposed by the Commission

Amendment

(66 a) ***'multimodal hub' means a mobility service infrastructure, such as rail, road, air, maritime and inland waterways stations and terminals, that allows for the performance of 'multimodal transport' defined in Article 3, point (n) of Regulation (EU) No 1315/2013;***

Amendment 83

Proposal for a regulation
Article 2 – paragraph 1 – point 66 b (new)

Text proposed by the Commission

Amendment

(66 b) **'L-category vehicles'** means powered two-, three- and four-wheel vehicles as categorised in Regulation (EU) No 168/2013 and Annex I, including powered cycles, two- and three-wheel mopeds, two- and three-wheel motorcycles, motorcycles with side-cars, light and heavy on-road quads, and light and heavy quadri-mobiles.

Amendment 84

Proposal for a regulation
Article 3 – paragraph 1 – subparagraph 1 – indent 2

Text proposed by the Commission

Amendment

– in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed that provide sufficient power output for those vehicles.

– in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed ***in a manner that supports territorial balance and multimodal travelling*** that provide sufficient power output for those vehicles;

Amendment 85

Proposal for a regulation
Article 3 – paragraph 1 – subparagraph 1 – indent 2 a (new)

Text proposed by the Commission

Amendment

- ***a sufficient number of publicly accessible recharging stations for light-duty vehicles is deployed on public roads in residential areas where vehicles typically park for extended periods of time;***

Amendment 86

Proposal for a regulation
Article 3 – paragraph 1 – subparagraph 1 – indent 2 b (new)

Text proposed by the Commission

Amendment

- ***a sufficient number of publicly accessible recharging stations for light-duty vehicles is enabled for smart and bi-directional charging;***

Amendment 87

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 1 – indent 2 c (new)

Text proposed by the Commission

Amendment

- ***the grid connection and the grid capacity are provided.***

Amendment 88

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point a

Text proposed by the Commission

Amendment

(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least **1** kW is provided through publicly accessible recharging stations; and

(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least **3** kW is provided, through publicly accessible recharging stations, ***if the share of the total projected light-duty vehicle fleet represented by battery electric light-duty vehicles in that Member State is less than 1%;***

Amendment 89

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point a a (new)

Text proposed by the Commission

Amendment

(a a) for each battery electric light-duty vehicle registered in their territory, a total power output of 2,5 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total

projected light-duty vehicle fleet in that Member State is 1 % or greater than 1 % but below 2,5 %;

Amendment 90

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point a b (new)

Text proposed by the Commission

Amendment

(a b) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 2 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 2,5 % or greater than 2,5 % but below 5 %;

Amendment 91

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point a c (new)

Text proposed by the Commission

Amendment

(a c) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1,5 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 5 % or greater than 5 % but below 7,5 %; and

Amendment 92

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point a d (new)

Text proposed by the Commission

Amendment

(a d) for each battery electric light-duty vehicle registered in their territory, a total

power output of at least 1 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 7,5 % or greater;

Amendment 93

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point b

Text proposed by the Commission

(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least **0.66** kW is provided through publicly accessible recharging stations.

Amendment

(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 2 kW is provided through publicly accessible recharging stations *if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is less than 1 %;*

Amendment 94

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(b a) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 1.65 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 1 % or greater than 1 % but below 2,5 %;

Amendment 95

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point b b (new)

Text proposed by the Commission

Amendment

(b b) for each plug-in hybrid light-duty vehicle registered in their territory, a total

power output of at least 1,33 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 2,5 % or greater than 2, 5 % but below 5 %;

Amendment 96

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point b c (new)

Text proposed by the Commission

Amendment

(b c) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 5 % or greater than 5 % but below 7,5 %; and

Amendment 97

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point b d (new)

Text proposed by the Commission

Amendment

(b d) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 0,66 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 7,5 % or greater.

Amendment 98

Proposal for a regulation

Article 3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Without prejudice to paragraph 1, second subparagraph, point (a), Member States shall ensure a deployment of minimum power output targets of recharging infrastructure at national level that is sufficient for:

- 3 % of the total projected light-duty vehicle fleet by 31 December 2027;

- 5 % of the total projected light-duty vehicle fleet by 31 December 2030;

Amendment 99

Proposal for a regulation

Article 3 – paragraph 2 – point a – introductory part

Text proposed by the Commission

Amendment

(a) along the TEN-T core network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:

(a) along the TEN-T core ***network and comprehensive*** network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:

Amendment 100

Proposal for a regulation

Article 3 – paragraph 2 – point a – point i

Text proposed by the Commission

Amendment

(i) by 31 December 2025, each recharging pool shall offer a power output of at least **300** kW and include at least one recharging station with an individual power output of at least **150** kW;

(i) by 31 December 2025, each recharging pool shall offer a power output of at least **600** kW and include at least one recharging station with an individual power output of at least **300** kW;

Amendment 101

Proposal for a regulation

Article 3 – paragraph 2 – point a – point ii

Text proposed by the Commission

(ii) by 31 December 2030, each recharging pool shall offer a power output of at least **600** kW and include at least two recharging stations with an individual power output of at least **150** kW;

Amendment

(ii) by 31 December 2030, each recharging pool shall offer a power output of at least **900** kW and include at least two recharging stations with an individual power output of at least **350** kW;

Amendment 102

Proposal for a regulation

Article 3 – paragraph 2 – point b

Text proposed by the Commission

(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:

(i) by 31 December 2030, each recharging pool shall offer a power output of at least 300 kW and include at least one recharging station with an individual power output of at least 150 kW;

(ii) by 31 December 2035, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging stations with an individual power output of at least 150 kW.

Amendment

deleted

Amendment 103

Proposal for a regulation

Article 3 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. In the case of rapid market uptake of electric vehicles in any relevant reporting period, Member States should shorten the deadlines specified in

paragraph 2 accordingly and increase the targets for recharging pools accordingly.

Amendment 104

Proposal for a regulation Article 3 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. If the costs are disproportionate to the benefits, including environmental benefits, Member States may decide not to apply paragraphs 1 and 2 of this Article to:

(a) outermost regions of the Union, as referred to in Article 349 of the Treaty on the Functioning of the European Union; or

(b) islands that are not connected to mainland energy networks, falling under the definition of small connected systems or isolated systems according to Directive (EU) 2019/944.

In such cases, that Member State shall justify its decisions to the Commission and shall make available all relevant information in its national policy frameworks.

Amendment 105

Proposal for a regulation Article 3 – paragraph 2 c (new)

Text proposed by the Commission

Amendment

2 c. Following a reasoned request by a Member State the Commission may grant an exemption from the requirement laid down in paragraph 2 for TEN-T roads with a total annual average daily traffic of less than 2000 light-duty vehicles, provided that the infrastructure cannot be justified in socio-economic cost-benefit terms. When granted, a Member State may on such roads deploy, a single

publicly accessible recharging pool which serves both directions of travel, while meeting the requirements set out in paragraph 2 in terms of distance, total power output of the pool, number of points and power output of single points applicable for a single direction of travel, provided that the recharging pool is easily accessible from both directions of travel. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request submitted by the Member State.

Amendment 106

Proposal for a regulation Article 3 – paragraph 2 d (new)

Text proposed by the Commission

Amendment

2 d. Following a reasoned request by a Member State the Commission may grant an exemption from the maximum distance requirement laid down in paragraph 2 of this Article for TEN-T roads with a total annual average daily traffic of less than 1500 light-duty vehicles, provided that the infrastructure cannot be justified in socio-economic cost-benefit terms. Where such a derogation is granted, Member States may allow a higher maximum distance of up to 100km between recharging points. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request submitted by the Member State.

Amendment 107

Proposal for a regulation Article 3 – paragraph 2 e (new)

Text proposed by the Commission

Amendment

2 e. In densely populated areas and regions with a lack of available off-street parking or high uptake in registered light-

duty electricity vehicles, Member States shall ensure that the number of publicly accessible recharging stations is increased accordingly in order to provide the necessary infrastructure and support the market development.

Amendment 108

Proposal for a regulation Article 3 – paragraph 3

Text proposed by the Commission

3. Neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.

Amendment

3. Neighbouring Member States shall **take the necessary measures to** ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.

Amendment 109

Proposal for a regulation Article 3 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. The Commission shall take the necessary measures to ensure the cooperation with third-countries, especially candidate countries and those third countries, in which transit corridors connecting Member States, are situated.

Amendment 110

Proposal for a regulation Article 4 – paragraph 1 – point a – point i

Text proposed by the Commission

(i) by 31 December 2025, each recharging pool shall offer a power output of at least **1400** kW and include at least **one** recharging station with an individual

Amendment

(i) by 31 December 2025, each recharging pool shall offer a power output of at least **2000** kW and include at least **two** recharging station with an individual power

power output of at least **350** kW;

output of at least **800** kW;

Amendment 111

Proposal for a regulation

Article 4 – paragraph 1 – point a – point ii

Text proposed by the Commission

(ii) by 31 December 2030, each recharging pool shall offer a power output of at least **3500** kW and include at least **two** recharging stations with an individual power output of at least **350** kW;

Amendment

(ii) by 31 December 2030, each recharging pool shall offer a power output of at least **5000** kW and include at least **four** recharging stations with an individual power output of at least **800** kW;

Amendment 112

Proposal for a regulation

Article 4 – paragraph 1 – point b – point i

Text proposed by the Commission

(i) by 31 December 2030, each recharging pool shall offer a power output of at least **1400** kW and include at least one recharging station with an individual power output of at least **350** kW;

Amendment

(i) by 31 December 2030, each recharging pool shall offer a power output of at least **2000** kW and include at least one recharging station with an individual power output of at least **800** kW;

Amendment 113

Proposal for a regulation

Article 4 – paragraph 1 – point b – point ii

Text proposed by the Commission

(ii) by 31 December 2035, each recharging pool shall offer a power output of at least **3500** kW and include at least two recharging stations with an individual power output of at least **350** kW;

Amendment

(ii) by 31 December 2035, each recharging pool shall offer a power output of at least **5000** kW and include at least two recharging stations with an individual power output of at least **800** kW;

Amendment 114

Proposal for a regulation

Article 4 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) following a reasoned request by a Member State the Commission may grant an exemption from the requirement laid down in paragraph 1 for TEN-T roads with a total annual average daily traffic of less than 800 heavy-duty vehicles, provided that the infrastructure cannot be justified in socio-economic cost-benefit terms. When granted, a Member State may on such roads deploy, a single publicly accessible recharging pool which serves both directions of travel, while meeting the requirements set out in paragraph 1 in terms of distance, total power output of the pool, number of points and power output of single points applicable for a single direction of travel, provided that the recharging pool is easily accessible from both directions of travel. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request submitted by the Member State;

Amendment 115

Proposal for a regulation

Article 4 – paragraph 1 – point b b (new)

Text proposed by the Commission

Amendment

(b b) following a reasoned request by a Member State the Commission may grant an exemption from the maximum distance requirement laid down in paragraph 1 of this Article for TEN-T roads with a total annual average daily traffic of less than 600 heavy-duty vehicles, provided that the infrastructure cannot be justified in socio-economic cost-benefit terms. Where such a derogation is granted, Member States may allow a higher maximum distance of up to 100km between recharging points. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request

submitted by the Member State;

Amendment 116

Proposal for a regulation

Article 4 – paragraph 1 – point c

Text proposed by the Commission

(c) by 31 December **2030**, in each safe and secure parking area at least **one** recharging **station** dedicated to heavy-duty vehicles with a power output of at least 100 kW **is** installed;

Amendment

(c) by 31 December **2027**, in each safe and secure parking area at least **two** recharging **stations** dedicated to heavy-duty vehicles with a power output of at least 100 kW **are** installed **and enabled for smart and bi-directional charging**;

Amendment 117

Proposal for a regulation

Article 4 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) by 31 December 2030, in each safe and secure parking area, at least four recharging stations dedicated to heavy-duty vehicles with a power output of at least 100 kW are installed and enabled for smart and bi-directional charging;

Amendment 118

Proposal for a regulation

Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) by 31 December 2025, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least **600** kW are deployed, provided by recharging stations with an individual power output of at least **150** kW;

Amendment

(d) by 31 December 2025, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least **1 400** kW are deployed, provided by recharging stations with an individual power output of at least **350** kW;

Amendment 119

Proposal for a regulation Article 4 – paragraph 1 – point e

Text proposed by the Commission

(e) by 31 December 2030, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least **1200** kW are deployed, provided by recharging stations with an individual power output of at least **150** kW.

Amendment

(e) by 31 December 2030, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least **3 500** kW are deployed, provided by recharging stations with an individual power output of at least **350** kW.

Amendment 120

Proposal for a regulation Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. The requirements referred to in paragraph 1, points (c), (ca), (d) and (e), shall apply in addition to the requirements set out in paragraph 1, points (a) and (b).

Amendment 121

Proposal for a regulation Article 4 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1 b. The Commission shall consider whether to increase the individual power output referred to in paragraph 1, points (a), (b), (d), and (e), once the common technical specifications are available and supplemented in accordance with Annex II as part of the review of this Regulation, pursuant to Article 22.

Amendment 122

Proposal for a regulation Article 4 – paragraph 1 c (new)

Text proposed by the Commission

Amendment

1 c. Member States shall ensure that the necessary electricity grid connection and grid capacity is provided. Therefore, Member States should, in coordination with the relevant stakeholders, carry out an analysis before 2025 in order to evaluate and plan the necessary grid reinforcements to the electricity grids.

Amendment 123

Proposal for a regulation Article 4 – paragraph 2

Text proposed by the Commission

Amendment

2. Neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.

2. Neighbouring Member States shall ***take the necessary measures to*** ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.

Amendment 124

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

Text proposed by the Commission

Amendment

2 a. The Commission shall take the necessary measures to ensure the cooperation with third countries, especially candidate countries and those third countries, in which transit corridors connecting Member States are situated.

Amendment 125

Proposal for a regulation Article 4 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. If the costs are disproportionate to the benefits, including the environmental benefits, a Member State may decide not to apply paragraph 1 and 2 of this Article to:

(a) outermost regions of the Union, as referred to in Article 349 of the Treaty on the Functioning of the European Union; or

(b) islands that are not connected to mainland energy networks, falling under the definition of small connected systems or isolated systems according to Directive (EU) 2019/944.

In such cases, Member States shall justify their decisions to the Commission and shall make available all relevant information in their national policy frameworks.

Amendment 126

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 1 – point a – introductory part

Text proposed by the Commission

Amendment

(a) operators of recharging points shall, at publicly accessible recharging stations **with a power output below 50 kW**, deployed from the date referred to in Article 24, accept electronic payments through terminals and devices used for payment services, including at least **one of the following**:

To that end, operators of recharging points shall, at publicly accessible recharging stations deployed from **[date of entry into force of this Regulation]**, accept electronic payments through terminals and devices used for payment services, including at least **payment card readers or devices with a contactless functionality that is at least able to read payment cards. Additionally, if possible, devices using an internet connection with which for instance a Quick Response code can be specifically generated and used for the payment transaction may be provided.**

Amendment 127

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 1 – point a – point i

Text proposed by the Commission

Amendment

(i) payment card readers; **deleted**

Amendment 128

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 1 – point a – point ii

Text proposed by the Commission

Amendment

(ii) devices with a contactless functionality that is at least able to read payment cards; **deleted**

Amendment 129

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 1 – point a – point iii

Text proposed by the Commission

Amendment

(iii) devices using an internet connection with which for instance a Quick Response code can be specifically generated and used for the payment transaction; **deleted**

Amendment 130

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(b) operators of recharging points shall, at publicly accessible recharging stations with a power output equal to or more than 50 kW, deployed from the date referred to in Article 24, accept electronic payments through terminals and devices used for payment services, including at least one of the following: **deleted**

(i) payment card readers;

(ii) devices with a contactless functionality that is at least able to read payment cards.

Amendment 131

Proposal for a regulation Article 5 – paragraph 2 – subparagraph 2

Text proposed by the Commission

From 1 January 2027 onwards, operators of recharging points shall ensure that all publicly accessible recharging stations **with a power output equal to or more than 50 kW** operated by them comply with the **requirement in point (b)**.

Amendment

From 1 January 2027 onwards, operators of recharging points shall ensure that all publicly accessible recharging stations operated by them comply with the **requirements laid down in this paragraph**.

Amendment 132

Proposal for a regulation Article 5 – paragraph 2 – subparagraph 3

Text proposed by the Commission

The requirements laid down in **points (a) and (b)** shall not apply to publicly accessible recharging points that do not require payment for the recharging service.

Amendment

The requirements laid down in **this paragraph** shall not apply to publicly accessible recharging points that do not require payment for the recharging service.

Amendment 133

Proposal for a regulation Article 5 – paragraph 3

Text proposed by the Commission

3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, ensure that end users always have the right not to make use of the automatic authentication and may either recharge their vehicle on an ad hoc basis, as provided for in paragraph 3, or use another contract-based recharging solution offered at that recharging point.

Amendment

3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, ensure that end users always have the right not to make use of the automatic authentication and may either recharge their vehicle on an ad hoc basis, as provided for in paragraph 3, or use another contract-based recharging solution offered at that recharging point.

Operators of recharging points shall transparently display that option and offer it in a convenient manner to the end user, at each publicly accessible recharging point that they operate and where they make available automatic authentication.

Operators of recharging points shall transparently display that option and offer it in a convenient manner to the end user, ***and shall ensure that e-roaming is available***, at each publicly accessible recharging point that they operate and where they make available automatic authentication.

Amendment 134

Proposal for a regulation Article 5 – paragraph 4

Text proposed by the Commission

4. Prices charged by operators of publicly accessible recharging points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible recharging points shall not discriminate between the prices charged to end users and prices charged to mobility service providers nor between prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated in a proportionate manner, according to an objective justification.

Amendment

4. ***Operators of publicly accessible recharging points shall ensure that any mobility service provider has access to the recharging stations operated by them in a non-discriminatory manner.*** Prices charged by operators of publicly accessible recharging points shall be reasonable ***and affordable***, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible recharging points shall not discriminate between the prices charged to end users and prices charged to mobility service providers nor between prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated in a proportionate manner, according to an objective justification ***or based on contractual terms.***

Amendment 135

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

Text proposed by the Commission

Amendment

4 a. Member States shall take appropriate measures to prevent unfair practices that target consumers, including in relation to the prices set for the use of publicly accessible charging points, such

as price gouging, with the overall objective of safeguarding competition on the market and consumer rights. The adoption of such measures shall be based on regular monitoring of pricing and practices of vehicle producers and recharging point operators. The Member States shall notify the Commission of the adoption of such measures by the appropriate regulatory authority.

Amendment 136

Proposal for a regulation

Article 5 – paragraph 5 – introductory part

Text proposed by the Commission

5. Operators of recharging points shall clearly display the ad hoc price and all its components at all publicly accessible recharging stations operated by them so that *these are* known to end users before they initiate a recharging session. *At least the following price components, if applicable at the recharging station, shall be clearly displayed:*

Amendment

5. Operators of recharging points shall clearly display the ad hoc price *per kWh* and all its components at all publicly accessible recharging stations operated by them so that *this information is* known to end users before they initiate a recharging session.

Amendment 137

Proposal for a regulation

Article 5 – paragraph 5 – indent 1

Text proposed by the Commission

– *price per session,*

Amendment

deleted

Amendment 138

Proposal for a regulation

Article 5 – paragraph 5 – indent 2

Text proposed by the Commission

– *price per minute,*

Amendment

deleted

Amendment 139

Proposal for a regulation Article 5 – paragraph 5 – indent 3

Text proposed by the Commission

Amendment

– *price per kWh.*

deleted

Amendment 140

Proposal for a regulation Article 5 – paragraph 6

Text proposed by the Commission

Amendment

6. Prices charged by mobility service providers to end users shall be reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly *distinguishing* the price *components* charged by the operator of recharging point, applicable e-roaming costs and other fees or charges applied by the mobility service provider. The fees shall be reasonable, transparent and non-discriminatory. No extra charges for cross-border e-roaming shall be applied.

6. Prices charged by mobility service providers to end users shall be reasonable *and affordable*, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly *displaying* the price *per kWh* charged by the operator of *the* recharging point, applicable e-roaming costs and other fees or charges applied by the mobility service provider. The fees shall be reasonable *and affordable*, transparent and non-discriminatory. No extra charges for cross-border e-roaming shall be applied.

Amendment 141

Proposal for a regulation Article 5 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6 a. Operators of smart or bi-directional recharging points shall make available information that they receive from transmission system operators, electricity suppliers, or via their own electricity production, on the share of renewable

electricity in the transmission system and the associated greenhouse gas emissions. That information shall be made available in regular real time intervals, it shall be accompanied by forecasting, where available, and, where applicable, the terms of the contract with the electricity provider shall apply.

Amendment 142

Proposal for a regulation Article 5 – paragraph 7

Text proposed by the Commission

7. From the date referred to in Article 24, operators of recharging points shall ensure that all publicly accessible recharging points operated by them are digitally-connected **recharging points**.

Amendment

7. From **[date of entry into force of this Regulation]**, operators of recharging points shall ensure that all **newly built or renovated** publicly accessible recharging points operated by them are digitally-connected, **include e-roaming functionality and their location and status are easily visible online**.

Amendment 143

Proposal for a regulation Article 5 – paragraph 8

Text proposed by the Commission

8. From the date referred to in Article 24, operators of recharging points shall ensure that all publicly accessible **normal power** recharging points operated by them are capable of smart recharging.

Amendment

8. From **[date of entry into force of this Regulation]**, operators of recharging points shall ensure that all **newly built or renovated** publicly accessible recharging points operated by them are capable of smart recharging.

Amendment 144

Proposal for a regulation Article 5 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8 a. Operators of publicly accessible recharging points shall ensure that:

(a) the recharging stations operate in a proper condition throughout their commercial lifetime and that the functionalities set out in paragraphs 2 to 5 are always available to end users, with regular maintenance and repair operations being executed as soon as any malfunction is detected;

(b) all publicly accessible recharging points operated by them comply with provisions of directive (EU) 2016/1148 of the European Parliament and of the Council of 6 July 2016 concerning measures for a high common level of security of network and information systems across the Union.

Amendment 145

Proposal for a regulation Article 5 – paragraph 9

Text proposed by the Commission

9. Member States shall take the necessary measures to ensure that appropriate signposting is deployed within parking and rest areas on the TEN-T road network where alternative fuels infrastructure is installed, to enable easy identification of the exact location of the alternative fuels infrastructure.

Amendment

9. ***From [date of entry into force of this Regulation],*** Member States shall take the necessary measures to ensure that appropriate signposting is deployed within parking and rest areas on the TEN-T road network where alternative fuels infrastructure is installed, to enable easy identification of the exact location of the alternative fuels infrastructure. ***Signposting shall also be deployed at an appropriate distance on the TEN-T road network leading up to parking and rest areas where such alternative fuels infrastructure is installed.***

Amendment 146

Proposal for a regulation
Article 5 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

9 a. Member States shall encourage operators to take necessary measures to offer standardised and fully interoperable information systems providing information about the availability of recharging points. Such systems shall be precise, user-friendly and operable in the official language(s) of the Member State and in English.

Amendment 147

Proposal for a regulation
Article 5 – paragraph 11 a (new)

Text proposed by the Commission

Amendment

11 a. Operators of publicly accessible recharging points shall ensure that the necessary contact information for local emergency services is clearly displayed at charging stations.

Amendment 148

Proposal for a regulation
Article 5 – paragraph 11 b (new)

Text proposed by the Commission

Amendment

11 b. At unattended charging stations, Member States shall facilitate the installation of camera surveillance systems and an emergency call button for immediate contact with local emergency services.

Amendment 149

Proposal for a regulation
Article 6 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December **2030**.

Amendment 150

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 2

Text proposed by the Commission

To that end Member States shall ensure that by 31 December **2030** publicly accessible hydrogen refuelling stations with a minimum capacity of 2 t/day and equipped with at least a 700 bars dispenser are deployed with a maximum distance of **150** km in-between them along the TEN-T core and the TEN-T comprehensive network. Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of **450** km in-between them.

Amendment 151

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 3

Text proposed by the Commission

They shall ensure that by 31 December **2030**, at least one publicly accessible hydrogen refuelling station is deployed in each urban node. An analysis on the best location shall be carried out for such refuelling stations that shall in particular consider the deployment of such stations in multimodal hubs where also other transport modes could be supplied.

Amendment 152

Amendment

Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December **2027**.

Amendment

To that end Member States shall ensure that by 31 December **2027** publicly accessible hydrogen refuelling stations with a minimum capacity of 2 t/day and equipped with at least a 700 bars dispenser are deployed with a maximum distance of **100** km in-between them along the TEN-T core and the TEN-T comprehensive network. Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of **400** km in-between them.

Amendment

They shall ensure that by 31 December **2027** at least one publicly accessible hydrogen refuelling station is deployed in each urban node. An analysis on the best location shall be carried out for such refuelling stations that shall in particular consider the deployment of such stations in multimodal hubs where also other transport modes could be supplied.

Proposal for a regulation
Article 6 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Member States shall publish a detailed list of multimodal transport hubs, industrial clusters and ports suitable for the deployment of hydrogen refuelling stations by 31 December 2024.

Amendment 153

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

Amendment

2. Neighbouring Member States shall ensure that the maximum distance referred to in paragraph 1, second subparagraph is not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.

2. Neighbouring Member States shall ***take the necessary measures to*** ensure that the maximum distance referred to in paragraph 1, second subparagraph is not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.

Amendment 154

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

Text proposed by the Commission

Amendment

3 a. If the costs are disproportionate to the benefits, including the environmental benefits, Member States may decide not to apply paragraph 1 of this Article to: (a) outermost regions of the Union, as referred to in Article 349 of the Treaty on the Functioning of the European Union; or (b) islands that are not connected to mainland energy networks, falling under the definition of small connected systems or isolated systems according to Directive (EU) 2019/944, In such cases, Member States shall justify their decisions to the Commission and shall make available all relevant information in their national

policy frameworks.

Amendment 155

Proposal for a regulation

Article 6 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. The Commission shall take the necessary measures to ensure cooperation with third countries, especially candidate countries and those third countries in which transit corridors connecting Member States are situated.

Amendment 156

Proposal for a regulation

Article 7 – paragraph 1 – subparagraph 1 – introductory part

Text proposed by the Commission

Amendment

From the date referred to in Article 24 all operators of publicly accessible hydrogen refuelling stations operated by them shall provide for the possibility for end users to refuel on an ad hoc basis using a payment instrument that is widely used in the Union. To that end, operators of hydrogen refuelling stations shall ensure that all hydrogen refuelling stations operated by them accept electronic payments through terminals and devices used for payment services, including at least ***one of the following:***

From ***[date of entry into force of this Regulation]*** all operators of publicly accessible hydrogen refuelling stations operated by them shall provide for the possibility for end users to refuel on an ad hoc basis using a payment instrument that is widely used in the Union. To that end, operators of hydrogen refuelling stations shall ensure that all hydrogen refuelling stations operated by them accept electronic payments through terminals and devices used for payment services, including at least ***payment card readers or contactless devices that are able to read payment cards.***

Amendment 157

Proposal for a regulation

Article 7 – paragraph 1 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

(a) payment card readers; **deleted**

Amendment 158

Proposal for a regulation

Article 7 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(b) devices with a contactless functionality that is at least able to read payment cards. **deleted**

Amendment 159

Proposal for a regulation

Article 7 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Member States shall encourage operators to offer standardised and fully interoperable information systems providing information about the availability of refuelling points. Such systems shall be precise, user-friendly and operable in the official language(s) of the Member State and in English.

Amendment 160

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

Amendment

3. Operators of hydrogen refuelling points shall make price information available before the start of a refuelling session at the refuelling stations operated by them.

3. Operators of hydrogen refuelling points shall make price information available before the start of a refuelling session at the refuelling stations operated by them. **They shall clearly display the ad hoc price and all its components at all publicly accessible refuelling stations operated by them so that these are known**

to end users before a refuelling session is initiated. The price per kg shall be clearly displayed.

Amendment 161

Proposal for a regulation Article 7 – paragraph 4

Text proposed by the Commission

4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis, including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the **recharging** session, and specific to their intended **recharging** session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling point, applicable e-roaming costs and other fees or charges applied by the mobility service provider.

Amendment

4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis, including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the **refuelling** session, and specific to their intended **refuelling** session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling point, applicable e-roaming costs and other fees or charges applied by the mobility service provider.

Amendment 162

Proposal for a regulation Article 9 – paragraph 1 – introductory part

Text proposed by the Commission

1. Member States shall ensure that a minimum shore-side electricity supply for seagoing container and passenger ships is provided in maritime ports. To that end, Member States shall take the necessary measures to ensure that by 1 January 2030:

Amendment

1. Member States shall ensure that a minimum shore-side electricity supply for seagoing container and passenger ships is provided in **TEN-T core and comprehensive** maritime ports. To that end, **and in full alignment with Article 5, (1) and (2) of Regulation XXXX-XXX [FuelEU Maritime]**, Member States shall, **in cooperation with the managing body or**

the competent authority, take the necessary measures to ensure that by 1 January 2030:

Amendment 163

Proposal for a regulation Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Member States shall ensure that sufficient grid infrastructure and capacity, power reserve and frequency conversion is made available to meet the requirements set out in paragraph 1, points (a), (b) and (c).

Amendment 164

Proposal for a regulation Article 9 – paragraph 2 – introductory part

Text proposed by the Commission

Amendment

2. For the determination of the number of port calls the following port calls shall not be taken into account:

2. For the determination of the number of port calls **and in full alignment with Article 5(3) of Regulation XXXX-XXX [FuelEU Maritime]**, the following port calls shall not be taken into account:

Amendment 165

Proposal for a regulation Article 9 – paragraph 2 – point a a (new)

Text proposed by the Commission

Amendment

(a a) port calls estimated to be at berth for less than two hours which were prevented from departing within that timeframe due to events that could not be foreseen when entering the port and that were clearly outside the operator's control or responsibility;

Amendment 166

Proposal for a regulation Article 9 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(c a) several short port calls to load and unload at different berths in the same port, not surpassing the time limit specified in point (a);

Amendment 167

Proposal for a regulation Article 9 – paragraph 3

Text proposed by the Commission

Amendment

3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island which is not connected directly to the electricity grid, paragraph 1 shall not apply, until such a connection has been completed or there is a sufficient locally generated capacity from clean energy sources.

3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island ***or in an outermost region of the Union as referred to in Article 349 TFEU,*** which is not connected directly to the electricity grid, paragraph 1 shall not apply, until such a connection has been completed or there is a sufficient locally generated capacity from clean energy sources.

Amendment 168

Proposal for a regulation Article 9 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Without prejudice to paragraph 3, paragraph 1 shall not apply to the territory of Ceuta and Melilla until a connection directly to the electricity grid of the mainland, or to that of a neighbouring country, has been completed, or there is sufficient locally generated capacity from clean energy sources.

Amendment 169

Proposal for a regulation Article 10 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) sufficient grid capacity and connection, power reserve and frequency conversion to the ports are available.

Amendment 170

Proposal for a regulation Article 11 – title

Text proposed by the Commission

Amendment

Targets for supply of LNG in maritime ports

Targets for supply of LNG, ***ammonia and hydrogen*** in maritime ports

Amendment 171

Proposal for a regulation Article 11 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall ensure that an appropriate number of refuelling points for LNG are put in place at TEN-T core maritime ports referred to in paragraph 2, to enable seagoing ships to circulate throughout the TEN-T core network by 1 January 2025. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T core network.

1. Member States shall ensure that an appropriate number of refuelling points for LNG, ***ammonia and hydrogen*** are put in place at TEN-T core maritime ports referred to in paragraph 2, to ***meet market demand both in the short and long term for such fuels and*** enable seagoing ships to circulate throughout the TEN-T core network by 1 January 2025. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T core network.

Amendment 172

Proposal for a regulation Article 11 – paragraph 2

Text proposed by the Commission

2. Member States shall designate in their national policy frameworks TEN-T core maritime ports that shall provide access to the refuelling points **for LNG** referred to in paragraph 1, also taking into consideration actual market needs and developments.

Amendment

2. Member States shall designate in their national policy frameworks TEN-T core maritime ports that shall provide access to the refuelling points referred to in paragraph 1, also taking into consideration **port development, existing LNG supply points and** actual market needs and developments, **as well as their obligations in relation to the Union climate neutrality objective.**

Amendment 173

Proposal for a regulation

Article 12 – paragraph 1 – introductory part

Text proposed by the Commission

1. Member States shall ensure that airport managing bodies of all TEN-T core and comprehensive network airports ensure the provision of electricity supply to stationary aircraft by:

Amendment

1. Member States shall ensure that airport managing bodies **and suppliers of ground handling services** of all TEN-T core and comprehensive network airports ensure the provision of electricity supply to stationary aircraft, by:

Amendment 174

Proposal for a regulation

Article 12 – paragraph 1 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

However, paragraph 1(a) and (b) shall not apply to short-term parking positions, for the de-icing of aircraft, parking positions in military areas and parking positions for general air traffic (below 5,7 to MTOW).

Amendment 175

Proposal for a regulation

Article 12 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. By way of derogation from paragraph 1 (a) and (b), where the airport of the TEN-T core network or the TEN-T comprehensive network is located on an island which is not connected directly to the electricity grid, or in an outermost region, that paragraph shall not apply until such a connection has been completed or there is sufficient locally generated capacity from clean energy sources, or if the costs are disproportionate to the benefits, including environmental benefits.

Amendment 176

**Proposal for a regulation
Article 12 – paragraph 2 b (new)**

Text proposed by the Commission

Amendment

2 b. Member States shall ensure that airport managing bodies or ground handling service suppliers of TEN-T core network airports provide preconditioned air systems.

Amendment 177

**Proposal for a regulation
Article 12 a (new)**

Text proposed by the Commission

Amendment

Article 12 a

Infrastructure targets for railway lines

1. Member States shall ensure the provision of sufficient infrastructure to enable railway lines across the Union to meet the electrification objectives of Regulation (EU) No 1315/2013 [TEN T Regulation].

2. Where the direct electrification of railway lines is not possible, including for

reasons linked to the cost-efficiency of the service, Member States shall ensure that an appropriate number of charging stations for battery-powered trains, and hydrogen refuelling stations for rail, are put in place. To that end, Member States shall ensure that, along the TEN-T core and comprehensive networks, recharging stations for battery-powered trains and refuelling stations for hydrogen trains are deployed in each direction of travel in sections for which electrification is not provided for in Regulation (EU) No 1315/2013 [TEN T Regulation].

3. Member States shall ensure that, when decisions are taken on the necessary infrastructure to be deployed in order to comply with paragraph 2, the ‘energy efficiency first’ principle is fully taken into account.

4. Prior to deployment, Member States shall carry out an analysis of the best location for such stations. In doing so, Member States shall consider, in particular, the deployment of stations in urban nodes and multimodal hubs where other transport modes could also be integrated.

Amendment 178

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 1

Text proposed by the Commission

By 1 January 2024, each Member State shall prepare and send to the Commission a draft national policy framework for the development of the market as regards alternative fuels in the transport sector and the deployment of the relevant infrastructure.

Amendment

By 1 January 2024, each Member State shall prepare, ***in coordination with national, regional and local authorities,*** and send to the Commission a draft national policy framework for the development of the market as regards alternative fuels in the transport sector and the deployment of the relevant infrastructure.

Amendment 179

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point a

Text proposed by the Commission

(a) an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure, considering intermodal access of alternative fuels infrastructure and, where relevant, cross-border continuity;

Amendment

(a) an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure, considering intermodal access of alternative fuels infrastructure and, where relevant, cross-border continuity ***and mobility and accessibility between islands and outermost regions, as well as between them and the mainland;***

Amendment 180

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point a a (new)

Text proposed by the Commission

Amendment

(a a) an assessment of how measures are implemented in full accordance with the energy efficiency first principle; Member States shall provide an account for how the ‘energy efficiency first’ principle has been applied when making planning and investment decisions related to the deployment of recharging and refuelling infrastructure of alternative fuels;

Amendment 181

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point a b (new)

Text proposed by the Commission

Amendment

(a b) an assessment of the current state and future development of grid connections and capacity, including any improvements and resilience measures needed, as well as the required financing;

Amendment 182

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point a c (new)

Text proposed by the Commission

Amendment

(a c) an assessment of the prospects of changes in the amount of electricity available to the transport sector, as well as its sources;

Amendment 183

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point b

Text proposed by the Commission

Amendment

(b) national targets and objectives pursuant to Articles 3, 4, 6, 8, 9, 10, 11 **and 12** for which mandatory national targets are set out in this Regulation;

(b) national targets and objectives pursuant to Articles 3, 4, 6, 8, 9, 10, 11, **12 and 12a** for which mandatory national targets are set out in this Regulation;

Amendment 184

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point c

Text proposed by the Commission

Amendment

(c) national targets and objectives for the deployment of alternative fuels infrastructure related to points (l), (m), (n), (o) **and (p)** of this paragraph for which no mandatory targets are set out in this Regulation;

(c) national targets and objectives for the deployment of alternative fuels infrastructure related to points (l), **(l a)**, (m), (n), (o), **(p), (p a) and (p b)** of this paragraph for which no mandatory targets are set out in this Regulation;

Amendment 185

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point e

Text proposed by the Commission

Amendment

(e) measures to promote the deployment of alternative fuels infrastructure for

(e) measures to promote the deployment of alternative fuels infrastructure for

captive fleets, in particular for electric recharging and hydrogen refuelling stations for public transport services and electric recharging stations for car sharing;

captive fleets, in particular for electric recharging and hydrogen refuelling stations for public transport services and electric recharging stations for car sharing, *as well as for taxis*;

Amendment 186

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point g a (new)

Text proposed by the Commission

Amendment

(g a) national targets and measures to promote alternative fuels infrastructure along the road networks which are not included in the core and comprehensive TEN-T networks, in particular with respect to publicly accessible recharging points. In particular, Member States shall ensure that high and medium-level road networks for both light and heavy mobility are adequately covered by the recharge infrastructure;

Amendment 187

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point h

Text proposed by the Commission

Amendment

(h) measures to promote a sufficient number of publicly accessible high power recharging points;

(h) measures to promote a sufficient number of publicly accessible high power recharging points *with a sufficient power output to increase consumer convenience and ensure the seamless circulation of electric vehicles on its territory and, where applicable, across borders*;

Amendment 188

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point i a (new)

Text proposed by the Commission

Amendment

(i a) measures to guarantee accessibility of all territories to recharging and refuelling infrastructure, paying particular attention to rural areas to ensure their accessibility and territorial cohesion; targeted policies and measures should be considered and implemented for these territories by the Member States;

Amendment 189

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point j

Text proposed by the Commission

Amendment

(j) measures to ensure that publicly accessible recharging and refuelling points are accessible to older persons, persons with reduced mobility and with disabilities, which have to be in line with the accessibility requirements of Annex I and Annex III of Directive (EU) 2019/882;

(j) measures to ensure that **all** publicly accessible recharging and refuelling points are accessible to older persons, persons with reduced mobility and with disabilities, which have to be in line with the accessibility requirements of Annex I and Annex III of Directive (EU) 2019/882;

Amendment 190

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point j a (new)

Text proposed by the Commission

Amendment

(j a) measures targeting the specific needs of outermost regions, where applicable;

Amendment 191

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point k

Text proposed by the Commission

Amendment

(k) measures to remove possible obstacles with regards to planning,

(k) measures to remove possible obstacles with regards to planning,

permitting and procuring of alternative fuels infrastructure;

permitting and procuring of alternative fuels infrastructure ***and to limit the latency between initial application and actual deployment to no longer than 6 months, with due respect for stakeholder consultations and environmental impact assessment procedures. The authorisation procedure shall be fully digitalised;***

Amendment 192

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point k a (new)

Text proposed by the Commission

Amendment

(k a) measures to ensure that the density of publicly accessible alternative fuels infrastructure available at national level takes into account the population density and the number of registrations of vehicles, powered by alternative fuels in the local area based on NUTS 3 level in accordance with the latest NUTS classification;

Amendment 193

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point k b (new)

Text proposed by the Commission

Amendment

(k b) measures to promote the use of electrically power assisted cycles as well as L-category vehicles such as powered electric cycles and e-mopeds.

Amendment 194

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point k c (new)

Text proposed by the Commission

Amendment

(k c) measures to support renewable energy communities, citizen energy

communities and non-commercial operators in deploying recharging points, especially in sparsely populated areas.

Amendment 195

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point 1

Text proposed by the Commission

(l) a deployment plan for alternative fuels infrastructure *in* airports *other than for electricity supply to stationary aircraft*, in particular for hydrogen and electric recharging for aircrafts;

Amendment

(l) *an assessment of the current state and future development of the market for hydrogen and electric propulsion aviation as well as a feasibility study on the deployment of the relevant infrastructure including, where appropriate, a deployment plan for alternative fuels infrastructure at* airports, in particular for hydrogen and electric recharging for aircrafts;

Amendment 196

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point 1 a (new)

Text proposed by the Commission

Amendment

(l a) a deployment plan including targets and financing needed for pre-conditioned air systems at TEN-T core airports, as well as a feasibility study on the deployment of the relevant fixed or mobile infrastructure;

Amendment 197

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point p

Text proposed by the Commission

(p) a deployment plan including targets, key milestones and financing needed, for hydrogen or battery electric trains on network segments that *will not* be

Amendment

(p) a deployment plan including targets, key milestones and financing needed, for hydrogen or battery electric trains on network segments that *cannot* be

electrified.

electrified, *where appropriate*.

Amendment 198

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point p a (new)

Text proposed by the Commission

Amendment

(p a) a comprehensive investment plan, based on a socio-economic, environmental and cost-benefit analysis, laying out the investments necessary to achieve the targets set in the national policy framework and which shall also include the infrastructures outside the TEN-T network;

Amendment 199

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point p b (new)

Text proposed by the Commission

Amendment

(p b) a map of future appropriate locations for site development for all alternative fuels infrastructure, including information on sufficient grid capacity, based on demand, which shall be made publicly available;

Amendment 200

Proposal for a regulation

Article 13 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Without prejudice to paragraph 1 and before the deadline set therein, Member States are invited to submit preliminary national policy frameworks in order to ensure a smooth and quick development and deployment of the infrastructure. When a Member State decides to hand in a preliminary national

policy framework, the Commission shall assess the preliminary national policy framework and issue recommendations no later than six months after the submission of the preliminary national policy frameworks.

Amendment 201

Proposal for a regulation Article 13 – paragraph 2

Text proposed by the Commission

2. Member States shall ensure that the national policy frameworks take into account the needs of the different transport modes existing on their territory, including those for which limited alternatives to fossil fuels are available.

Amendment

2. Member States shall ensure that the national policy frameworks take into account the needs of the different **regions** *and* transport modes existing on their territory, including those for which limited alternatives to fossil fuels are available **and that refuelling and recharging infrastructure promotes modal shift and facilitates multi-modal transport.**

Amendment 202

Proposal for a regulation Article 13 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Member States shall assess the cumulative contribution of the provisions laid down in paragraph 1 to the Union 2030 climate target and the objective of reaching climate neutrality by 2050, as laid down in Regulation (EU) 2021/1119.

Amendment 203

Proposal for a regulation Article 13 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. Member States shall ensure the up-skilling and re-skilling of workers

handling the alternative fuels deployed under this regulation and the appropriate investment in occupational health and safety, to ensure a social just transition.

Amendment 204

Proposal for a regulation Article 13 – paragraph 3

Text proposed by the Commission

3. Member States shall ensure that national policy frameworks take into account, **as appropriate**, the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of the stakeholders concerned.

Amendment

3. Member States shall ensure that national policy frameworks take into account the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of **all** the stakeholders concerned. **Member States shall regularly consult regional and local authorities and shall encourage them to establish appropriate policy frameworks, which may include an action plan, specifying areas for infrastructure deployment, fast charging possibilities, relevant financial frameworks and concrete actions for the different actors involved, to facilitate the deployment of alternative fuels infrastructure.**

Amendment 205

Proposal for a regulation Article 13 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Member States shall assess and report, as part of their national policy framework, how the provisions laid down in Articles 5 and 7 have been implemented by operators of recharging and refuelling points. On the basis of the results of the assessment, Member States shall take the appropriate measures to ensure operators of recharging and refuelling points comply with Articles 5 and 7.

Amendment 206

Proposal for a regulation Article 13 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. Each Member State shall, preferably without creating an additional position, appoint a national coordinator for alternative fuels infrastructure who oversees the national coordination (inter-ministry) and implementation of the national policy framework. The national coordinator shall cooperate with the Commission, the responsible TEN-T coordinator and, if needed, other national coordinators, and assists regional and local authorities, e.g. by providing expertise, tooling, guidelines based on EU standards, and advises on regional coordination of the relevant local mobility plans.

Amendment 207

Proposal for a regulation Article 13 – paragraph 4

Text proposed by the Commission

Amendment

4. Where necessary, Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated. In particular, Member States shall cooperate on the strategies to use alternative fuels and deployment of corresponding infrastructure in waterborne transport. The Commission shall assist the Member States in the cooperation process.

4. Where necessary, Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated. In particular, Member States shall cooperate on the strategies to use alternative fuels and deployment of corresponding infrastructure in waterborne transport. The Commission shall assist the Member States in the cooperation process. ***The European Coordinators for the core network corridors of the trans-European Transport Network (TEN-T) shall be consulted in line with Article 45 of Regulation (EU) No 1315/2013.***

Amendment 208

Proposal for a regulation Article 13 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4 a. Where necessary, the Member States shall cooperate with third countries, especially candidate countries and those third countries in which transit corridors connecting Member States are situated. The Commission shall assist the Member States in this cooperation process.

Amendment 209

Proposal for a regulation Article 13 – paragraph 5

Text proposed by the Commission

Amendment

5. Support measures for alternative fuels infrastructure shall comply with the relevant State aid rules of the TFEU.

5. Support measures for alternative fuels infrastructure shall ***be aligned to climate objectives to avoid creating stranded assets and*** comply with the relevant State aid rules of the TFEU.

Amendment 210

Proposal for a regulation Article 13 – paragraph 6

Text proposed by the Commission

Amendment

6. Each Member State shall make available to the public its draft national policy framework and shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft national policy framework.

6. Each Member State shall make available to the public its draft national policy framework, ***including a comprehensive investment plan,*** and shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft national policy framework.

Amendment 211

Proposal for a regulation

Article 13 – paragraph 7 – introductory part

Text proposed by the Commission

7. The Commission shall assess the draft national policy frameworks and may issue recommendations to a Member State no later than six months after the submission of the draft national policy frameworks as referred to in paragraph 1. Those recommendations may, in particular, address:

Amendment

7. The Commission shall assess the draft national policy frameworks. ***The Commission may request the opinion of the responsible European TEN-T Coordinator when examining the policy framework, in order to ensure consistency and advancement of each corridor,*** and may issue recommendations to a Member State no later than six months after the submission of the draft national policy frameworks as referred to in paragraph 1. Those recommendations ***shall be made publicly available in an easily readable and understandable form and*** may, in particular, address:

Amendment 212

Proposal for a regulation

Article 13 – paragraph 7 – point a

Text proposed by the Commission

(a) the level of ambition of targets and objectives with a view to meet the obligations set out in Articles 3, 4, 6, 8, 9, 10, 11 ***and 12***;

Amendment

(a) the level of ambition of targets and objectives with a view to meet the obligations set out in Articles 3, 4, 6, 8, 9, 10, 11, ***12 and 12a***;

Amendment 213

Proposal for a regulation

Article 13 – paragraph 7 – point b a (new)

Text proposed by the Commission

Amendment

(b a) if policies and measures are geographically distributed across the regions within the Member State.

Amendment 214

Proposal for a regulation
Article 13 – paragraph 9

Text proposed by the Commission

9. By 1 January 2025, each Member State shall notify to the Commission its final national policy framework.

Amendment

9. By 1 January 2025, each Member State shall notify to the Commission its final national policy framework. ***That framework shall be made publicly available in an easily readable and understandable form.***

Amendment 215

Proposal for a regulation
Article 14 – paragraph 1

Text proposed by the Commission

1. Each Member State shall submit to the Commission a standalone progress report on the implementation of its national policy framework for the first time by 1 January **2027** and every **two years** thereafter.

Amendment

1. Each Member State shall submit to the Commission a standalone progress report on the implementation of its national policy framework for the first time by 1 January **2026** and every **year** thereafter. ***That report shall be made publicly available in an easily readable and understandable form and displayed in the European Alternative Fuels Observatory***

Amendment 216

Proposal for a regulation
Article 14 – paragraph 3

Text proposed by the Commission

3. The regulatory authority of a Member States shall assess, at the latest by 30 June 2024 and periodically every **three years** thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points,

Amendment

3. The regulatory authority of a Member States shall assess, at the latest by 30 June 2024 and periodically every **year** thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points,

whether public *or* private, and provide recommendations in terms of type, supporting technology and geographical distribution in order to facilitate the ability of users to integrate their electric vehicles in the system. It shall be made publicly available. On the basis of the results of the assessment, Member States shall, if necessary, take the appropriate measures for the deployment of additional recharging points and include them in their progress report referred to in paragraph 1. The assessment and measures shall be taken into account by the system operators in the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944.

smart, bi-directional and of all power outputs, both public *and* private, and provide recommendations in terms of type, supporting technology and geographical distribution in order to facilitate the ability of users to integrate their electric vehicles in the system. It shall *consider inputs from all relevant stakeholders, including operators of recharging points, transmission and distribution system operators, consumer organisations and solution providers, and* be made publicly available. On the basis of the results of the assessment, Member States shall, if necessary, take the appropriate measures for the deployment of additional recharging points and include them in their progress report referred to in paragraph 1. Member States shall also take the appropriate measures *to ensure consistency between the recharge infrastructure planning and the respective grid planning*. The assessment and measures shall be taken into account by the system operators in the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944.

Amendment 217

Proposal for a regulation Article 14 – paragraph 4

Text proposed by the Commission

4. On the basis of input from transmission system operators and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by **1 30** June 2024 and periodically every **three years** thereafter, the potential contribution of bidirectional charging to the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall take, **if necessary**, the appropriate measures to adjust the availability and

Amendment

4. On the basis of input from transmission system operators and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by **30** June 2024 and periodically every **year** thereafter, the potential contribution of bidirectional charging to **peak shaving and** the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall take the appropriate measures to adjust the availability and geographical

geographical distribution of bidirectional recharging points, in both public and private areas and include them in their progress report referred to in paragraph 1.

distribution of bidirectional recharging points, in both public and private areas and include them in their progress report referred to in paragraph 1.

Amendment 218

Proposal for a regulation Article 14 – paragraph 5

Text proposed by the Commission

5. The Commission shall adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be submitted by the Member States in accordance with Article 13(1) and six months after the date referred to in Article 24. The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation.

Amendment

5. The Commission ***shall provide for technical and advisory assistance to the national authorities concerned and*** shall adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be submitted by the Member States in accordance with Article 13(1) and six months after the date referred to in Article 24. The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation.

Amendment 219

Proposal for a regulation Article 15 – paragraph 2

Text proposed by the Commission

2. The Commission shall assess the progress reports submitted by Member States pursuant to Article 14(1) ***and*** shall as appropriate issue recommendations to Member States to ensure the achievement of the objectives and obligations laid down in this Regulation. Following those recommendations, the Member States shall issue an update of their progress report within six months following the Commission’s recommendations.

Amendment

2. The Commission shall assess the progress reports submitted by Member States pursuant to Article 14(1). ***The Commission shall ensure that those progress reports are made publicly available in an easily readable and understandable form, and displayed in the European Alternative Fuels Observatory. The Commission shall,*** as appropriate, issue recommendations to Member States to ensure the achievement of the objectives and obligations laid down in this Regulation. Following those recommendations, the Member States shall

issue an update of their progress report within six months following the Commission's recommendations.

Amendment 220

Proposal for a regulation Article 15 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. The Member State concerned shall, within six months of receipt of the recommendations, notify the Commission on how it intends to implement the recommendations.

Amendment 221

Proposal for a regulation Article 15 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. After the submission of the notification referred to in paragraph 2a, the Member State concerned shall set out, in its follow-up progress report submitted in the year following that in which the recommendations were issued, how it has implemented the recommendations. If the Member State concerned decides not to implement the recommendations or a substantial part thereof, it shall provide the Commission with its reasons for not doing so.

Amendment 222

Proposal for a regulation Article 15 – paragraph 3 – introductory part

Text proposed by the Commission

Amendment

3. The Commission shall submit to the European Parliament and to the Council a report on its assessment of the progress

3. The Commission shall submit to the European Parliament and to the Council a report on its assessment of the progress

reports pursuant to Article 14(1) **one year** after submission of the national progress reports by the Member States. This assessment shall contain an assessment of:

reports pursuant to Article 14(1) **six months** after submission of the national progress reports by the Member States. This assessment shall contain an assessment of:

Amendment 223

Proposal for a regulation Article 15 – paragraph 4 – point d

Text proposed by the Commission

(d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network;

Amendment

(d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network, **as well as, where applicable, recharging points for powering electric and hydrogen propulsion aircrafts;**

Amendment 224

Proposal for a regulation Article 15 – paragraph 4 – point e

Text proposed by the Commission

(e) the number of refuelling points for LNG at maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;

Amendment

(e) the number of refuelling points for LNG, **hydrogen and ammonia** at maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;

Amendment 225

Proposal for a regulation Article 15 – paragraph 4 – point j a (new)

Text proposed by the Commission

Amendment

(j a) the number of publicly accessible recharging points partially dedicated to captive fleets including public transport and car sharing;

Amendment 226

Proposal for a regulation Article 15 – paragraph 4 – point j b (new)

Text proposed by the Commission

Amendment

(j b) the alternative fuel infrastructure in outermost regions and islands.

Amendment 227

Proposal for a regulation Article 15 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4 a. The Commission shall report to the European Parliament and the Council, by 1 January 2030, and every third year until 2050, the results of an evaluation on the functioning of this Regulation, with emphasis on this Regulation's effects on the functioning of the single market, the competitiveness of affected sectors and the magnitude of carbon leakage.

Amendment 228

Proposal for a regulation Article 15 – paragraph 4 b (new)

Text proposed by the Commission

Amendment

4 b. The Commission shall report to the European Parliament and the Council, by 1 January 2030, and every fifth year until 2050, the results of a comprehensive evaluation of the aggregated macroeconomic impact of the Regulations that make up the 'Fit for 55' package ^{1a}, with emphasis on the effects on the Union's competitiveness, job creation, transport freight rates, household purchasing power and the magnitude of carbon leakage.

Amendment 229

Proposal for a regulation

Article 15 – paragraph 4 c (new)

Text proposed by the Commission

Amendment

4 c. The Commission shall consider possible amendments to this Regulation with regards to regulatory simplification. The Commission and the competent authorities in the Member States shall continuously adapt to best practice administrative procedures and take all measures to simplify the enforcement of this Regulation, keeping administrative burdens to a minimum.

Amendment 230

Proposal for a regulation

Article 16 – paragraph 2

Text proposed by the Commission

Amendment

2. Where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State is at risk of not meeting its national targets as referred to in Article 3(1), the Commission **may** issue a finding to this effect and request the Member State concerned to take corrective measures to meet the national targets. Within three months following the receipt of the Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1). The corrective measures shall entail additional actions that the Member State shall implement to meet the targets set in Article 3 (1) and a clear timetable for actions that enables the assessment of the annual

2. Where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State is at risk of not meeting its national targets as referred to in Article 3(1), the Commission **shall** issue a finding to this effect and request the Member State concerned to take corrective measures to meet the national targets. Within three months following the receipt of the Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1). The corrective measures shall entail additional actions that the Member State shall implement to meet the targets set in Article 3 (1) and a clear timetable for actions that enables the assessment of the annual

progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest progress report as referred to in Article 14 with these corrective measures and submit it to the Commission.

progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest progress report as referred to in Article 14 with these corrective measures and submit it to the Commission. ***Where the Commission finds that the corrective measures are not satisfactory, it shall consider taking necessary measures in respect of that Member State. The measures shall be proportionate, appropriate and in accordance with the Treaties.***

Amendment 231

Proposal for a regulation Article 16 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. The Commission shall duly inform the European Parliament and Council about any measures taken in accordance with paragraph 2, and make these decisions publicly available, in accordance with Regulation (EC) No 1049/2001.

Amendment 232

Proposal for a regulation Article 17 – paragraph 1

Text proposed by the Commission

Amendment

1. Relevant, consistent and clear information shall be made available as regards motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged by recharging points. ***That*** information shall be made available in motor vehicle manuals, at refuelling and recharging points, on motor vehicles and in motor vehicle dealerships in their territory. This requirement shall apply to all motor

1. Relevant, consistent and clear information shall be made available as regards motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged by recharging points. ***To that end, Member States shall ensure that all motor vehicle information relevant to the fuels or e-charging provided for in this Regulation and in other applicable Union legislation shall be made available in motor vehicle***

vehicles, and their motor vehicle manuals, placed on the market after **18 November 2016**.

manuals, at refuelling and recharging points, on motor vehicles and in motor vehicle dealerships in their territory. This requirement shall apply to all motor vehicles, and their motor vehicle manuals, placed on the market.

To this end, the Commission shall review, as appropriate, the Directive 1999/94/EC no later than one year after the date mentioned in Article 24 of this Regulation.

Amendment 233

Proposal for a regulation

Article 17 – paragraph 2 – introductory part

Text proposed by the Commission

2. Identification of vehicles and infrastructures compatibility as well as identification of fuels and vehicle compatibility referred to in paragraph 1 shall be in compliance with the technical specifications referred to in points 9.1 and 9.2 of Annex II. Where such standards refer to a graphical expression, including a colour coding scheme, the graphical expression shall be simple and easy to understand, and it shall be placed in a clearly visible manner:

Amendment

2. Identification of vehicles and infrastructures compatibility as well as identification of fuels and vehicle compatibility referred to in paragraph 1 shall be in compliance with the technical specifications referred to in points 9.1 and 9.2 of Annex II. ***Member States shall ensure that***, where such standards refer to a graphical expression, including a colour coding scheme, the graphical expression shall be simple and easy to understand, and it shall be placed in a clearly visible manner:

Amendment 234

Proposal for a regulation

Article 17 – paragraph 2 – point a

Text proposed by the Commission

(a) on corresponding pumps and their nozzles at all refuelling points, as from the date on which fuels are placed on the market; ***or***

Amendment

(a) on corresponding pumps and their nozzles at all refuelling points, as from the date on which fuels are placed on the market; ***and***

Amendment 235

Proposal for a regulation
Article 17 – paragraph 2 – point b

Text proposed by the Commission

(b) in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market ***after 18 November 2016***.

Amendment

(b) in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market.

Amendment 236

Proposal for a regulation
Article 17 – paragraph 3

Text proposed by the Commission

3. When fuel prices are displayed at a fuel station, a comparison between the relevant unit prices shall be displayed where appropriate, and in particular for electricity and hydrogen, for information purposes following the common methodology for alternative fuels unit price comparison referred to in point 9.3 of Annex II.

Amendment

3. When fuel prices are displayed at a fuel station, ***Member States shall ensure that*** a comparison between the relevant unit prices ***is*** displayed where appropriate, and in particular for electricity and hydrogen, for information purposes following the common methodology for alternative fuels unit price comparison referred to in point 9.3 of Annex II. ***For ad hoc recharging of electricity and refuelling of hydrogen, the price shall also be provided per kWh and per kg, respectively.***

Amendment 237

Proposal for a regulation
Article 18 – paragraph 2 – introductory part

Text proposed by the Commission

2. Operators of publicly accessible recharging and refuelling points or, in accordance with the arrangement between them, the owners of those points, shall ensure the availability of static and dynamic data concerning alternative fuels infrastructure operated by them and allow

Amendment

2. Operators of publicly accessible recharging and refuelling points or, in accordance with the arrangement between them, the owners of those points, shall ensure the availability of static and dynamic data concerning alternative fuels infrastructure operated by them and allow

accessibility of that data through the National Access Points at no cost. The following data types shall be made available:

accessibility of that data through the National Access Points at no cost. ***In doing so, those operators shall also ensure the highest possible level of cybersecurity, data protection and security, especially in authentication, billing and payment processes. Where applicable, those operators shall comply with the provisions in the Directive on measures for a high common level of cybersecurity across the Union (NIS2 Directive).*** The following data types shall be made available:

Amendment 238

Proposal for a regulation

Article 18 – paragraph 2 – point a – point i

Text proposed by the Commission

(i) geographic location of the recharging or refuelling point,

Amendment

(i) geographic location of the recharging or refuelling point ***and, if possible, information about resting facilities and food supply nearby,***

Amendment 239

Proposal for a regulation

Article 18 – paragraph 2 – point a – point i a (new)

Text proposed by the Commission

Amendment

(i a) facilities offering protection from rain or other severe weather conditions,

Amendment 240

Proposal for a regulation

Article 18 – paragraph 2 – point a – point i b (new)

Text proposed by the Commission

Amendment

(i b) illumination during night-time charging,

Amendment 241

Proposal for a regulation

Article 18 – paragraph 2 – point b – point ii

Text proposed by the Commission

(ii) type of connector,

Amendment

(ii) type **and availability** of connector,

Amendment 242

Proposal for a regulation

Article 18 – paragraph 2 – point b – point iv

Text proposed by the Commission

(iv) power output (kW),

Amendment

(iv) power output (kW) **in total and maximum individual power output**,

Amendment 243

Proposal for a regulation

Article 18 – paragraph 2 – point b – point iv a (new)

Text proposed by the Commission

Amendment

(iv a) accessibility for heavy-duty vehicles, including height, length and width restrictions of the recharging and refuelling points.

Amendment 244

Proposal for a regulation

Article 18 – paragraph 2 – point c – point ii

Text proposed by the Commission

(ii) availability (in use/ not in use),

Amendment

(ii) availability (in use/ not in use), **availability rate per relevant period of time (day/hours)**,

Amendment 245

Proposal for a regulation

Article 18 – paragraph 2 – point c – point iii a (new)

Text proposed by the Commission

Amendment

(iii a) when available, the share of renewable electricity and the greenhouse gas emissions content of the electricity supplied at recharging points,

Amendment 246

Proposal for a regulation

Article 18 – paragraph 2 – point c – point iii b (new)

Text proposed by the Commission

Amendment

(iii b) enabled for bi-directional charging (yes/no),

Amendment 247

Proposal for a regulation

Article 18 – paragraph 2 – point c – point iii c (new)

Text proposed by the Commission

Amendment

(iii c) capability of smart charging,

Amendment 248

Proposal for a regulation

Article 18 – paragraph 2 – point c – point iii d (new)

Text proposed by the Commission

Amendment

(iii d) accepted payment methods,

Amendment 249

Proposal for a regulation

Article 18 – paragraph 2 – point c – point iii e (new)

Text proposed by the Commission

Amendment

(iii e) if applicable, price and time limit for parking,

Amendment 250

Proposal for a regulation Article 18 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(c a) available languages on the display,

Amendment 251

Proposal for a regulation Article 18 – paragraph 2 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

Operators of publicly accessible recharging and refuelling points or, in accordance with the arrangement between them, the owners of those points, whilst in accordance with relevant Union law, shall not be obliged to disclose static or dynamic data that would result in the disclosure of company confidential data, which may prejudice the interest of a company.

Amendment 252

Proposal for a regulation Article 18 – paragraph 3

Text proposed by the Commission

Amendment

3. Member States shall ensure the accessibility of data on an open and non-discriminatory basis to all stakeholders through their National Access Point in application of Directive 2010/40/EU of the European Parliament and the Council⁶⁷.

3. Member States shall, ***whilst in accordance with relevant Union law,*** ensure the accessibility of data, ***not including company confidential data which may prejudice the interest of a company,*** on an open and non-discriminatory basis to all stakeholders through their National Access Point in application of Directive 2010/40/EU of the European Parliament and the Council⁶⁷

⁶⁷ Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).

⁶⁷ Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).

Amendment 253

Proposal for a regulation Article 18 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. By 31 December 2026, the Commission shall establish a common European access point for alternative fuels data. In doing so, the Commission shall ensure full compliance with the provisions laid down in Directive XX-XXX [ITS Directive] and the Regulation XX-XXX on Multimodal digital mobility services. The common European access point shall fully build on the National Access Points connecting them with one another. It shall offer access to all data made available to the NAPs, ensuring that it is publicly available, on a non-discriminatory basis, to end users, other market participants and service providers for their use, subject to compliance with data protection requirements. The Commission shall ensure that the common European access point is made available to the public and easily accessible, for example through the creation of a dedicated web portal. The Commission shall ensure that the data contained in the common European access point on the availability and accessibility, including waiting times and the remaining alternative fuels capacity, of the refuelling and recharging points, is available through a publicly accessible, up-to-date, user-friendly and multilingual interface at EU level.

Amendment 254

Proposal for a regulation Article 18 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. Member States shall ensure that their National Access Points allow for an automated and uniform data exchange with the common European access point and the operators of publicly accessible recharging and refuelling points, in accordance with the procedures and technical requirements to be established in accordance with paragraph 4.

Amendment 255

Proposal for a regulation Article 18 – paragraph 4 – introductory part

Text proposed by the Commission

Amendment

4. The Commission shall be empowered to adopt delegated acts in accordance with Article *17* to:

4. The Commission shall be empowered to adopt delegated acts in accordance with Article **20** to:

Amendment 256

Proposal for a regulation Article 18 – paragraph 4 – point c

Text proposed by the Commission

Amendment

(c) establish detailed procedures enabling the provision and exchange of data required pursuant to **paragraph 2**.

(c) establish detailed procedures **and technical requirements** enabling the **uniform European** provision and exchange of data required pursuant to **paragraphs 2, 3a and 3b**.

Amendment 257

Proposal for a regulation Article 19 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Publicly accessible ammonia refuelling points deployed or renewed from [date of entry into force of this Regulation] shall comply with the technical specifications set out in points 7.1 and 7.2 of Annex II.

Amendment 258

Proposal for a regulation

Article 19 – paragraph 7 – introductory part

Text proposed by the Commission

Amendment

7. The Commission shall be empowered to adopt delegated acts in accordance with Article 17 to:

7. The Commission shall be empowered to adopt delegated acts in accordance with Article 20 to:

Amendment 259

Proposal for a regulation

Article 19 – paragraph 7 – point b

Text proposed by the Commission

Amendment

(b) amend Annex II by updating the references to the standards referred to in the technical specifications set out in that Annex.

(b) amend Annex II by updating the references to the standards referred to in the technical specifications set out in that Annex **at the latest six months after their technical adoption.**

Amendment 260

Proposal for a regulation

Article 21 a (new)

Text proposed by the Commission

Amendment

Article 21 a

Compensatory regulatory reduction

The Commission shall present, at the latest one year after the entry into force of this Regulation, and in line with its

communication on the application of the ‘one in, one out’ principle ^{1a}, proposals offsetting the regulatory burdens introduced by this Regulation, through the revision or abolishment of provisions in other EU Regulations that generate unnecessary compliance costs in the affected sectors.

^{1a} EC press release on the working methods of the von der Leyen Commission, 4 December 2019.

Amendment 261

Proposal for a regulation Article 22 – paragraph 1

Text proposed by the Commission

By 31 December 2026, the Commission shall review this Regulation, and, *where* appropriate, submit a proposal to amend *it*.

Amendment

*The Commission shall monitor the progress made towards achieving the implementation of the Regulation. By 31 December 2026, the Commission shall review this Regulation, **paying special attention to the appropriateness of the targets and infrastructure requirements set within this Regulation. If it finds that one or more provisions are not appropriate any more or new technologies have emerged, the Commission shall** submit a proposal to amend *this Regulation*. **As part of this review, the Commission shall particularly consider the following:***

- to decrease the gross tonnage threshold, laid down in Article 9 of this Regulation, to 400, as well as extending these provisions to apply also to all remaining types of ships falling under the scope of Regulation XXXX-XXX FuelEU Maritime;

- to introduce into this Regulation appropriate targets for the infrastructure required to power electric and hydrogen propulsion aircrafts;

- the technological advancement of electric road systems such as contactless

inductive charging or overhead line technology and whether the deployment of such infrastructure may impact the deployment of publicly accessible recharging infrastructure and, if appropriate, any consequential adjustment is required of the charging infrastructure deployment targets of this Regulation. As part of this assessment, the Commission shall specifically consider the possibility for Member States to account electric road systems towards the achievement of the total power output targets for light commercial vehicles set out in Article 3 and for heavy commercial vehicles set out in Article 4.

Amendment 262

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a – introductory part

Text proposed by the Commission

Amendment

(a) vehicle uptake projections for 31 December of the years 2025, **2030** and 2035 for:

(a) vehicle uptake projections for 31 December of the years 2025, **2027, 2030, 2032** and 2035 for:

Amendment 263

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b – introductory part

Text proposed by the Commission

Amendment

(b) targets for 31 December 2025, **2030** and 2035 for:

(b) targets for 31 December 2025, **2027, 2030, 2032** and 2035 for:

Amendment 264

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b – indent 7

Text proposed by the Commission

Amendment

– LNG refuelling points at maritime ports of the TEN-T core and TEN-T

– LNG, **hydrogen and ammonia** refuelling points at maritime ports of the

comprehensive network, including location (port) and capacity per port;

TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;

Amendment 265

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b – indent 8

Text proposed by the Commission

Amendment

– Shore side electricity supply at maritime ports of the TEN-T core and TEN-T comprehensive network, including exact location (port) and capacity of each installation within the port;

– Shore side electricity supply at maritime ports of the TEN-T core and TEN-T comprehensive network, including exact location (port), **grid capacity**, and capacity of each installation within the port;

Amendment 266

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b – indent 11 a (new)

Text proposed by the Commission

Amendment

- ***electric recharging infrastructure for L-category vehicles: number of recharging stations and power output.***

Amendment 267

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b – indent 11 b (new)

Text proposed by the Commission

Amendment

– ***The information on recharging stations in indents 1 to 4 shall be disaggregated for normal, smart and bi-directional charging capability.***

Amendment 268

Proposal for a regulation

Annex I – paragraph 1 – point 2

Text proposed by the Commission

2. utilisation rates: for the categories under point 1(b), reporting the utilisation of that infrastructure;

Amendment

2. utilisation rates: for the categories under point 1(b), reporting the utilisation of, ***and expected future demand for***, that infrastructure;

Amendment 269

Proposal for a regulation

Annex I – paragraph 1 – point 3 – indent 1

Text proposed by the Commission

– level of achievement of the infrastructure deployment targets as referred to in point 1(b) for all transport modes, in particular for electric recharging stations, electric road system (if applicable), hydrogen refuelling stations, shore-side electricity supply in maritime and inland waterway ports, LNG bunkering at TEN-T core maritime ports, other alternative fuels infrastructure in ports, electricity supply to stationary aircrafts, as well as for hydrogen refuelling points and electric recharging points for trains;

Amendment

– level of achievement of the infrastructure deployment targets as referred to in point 1(b) for all transport modes, in particular for electric recharging stations, electric road system (if applicable), hydrogen refuelling stations, shore-side electricity supply in maritime and inland waterway ports, LNG, ***hydrogen and ammonia*** bunkering at TEN-T core maritime ports, other alternative fuels infrastructure in ports, electricity supply to stationary aircrafts, as well as for hydrogen refuelling points and electric recharging points for trains;

Amendment 270

Proposal for a regulation

Annex I – paragraph 1 – point 3 – indent 3

Text proposed by the Commission

– alternative fuels infrastructure deployment within urban nodes;

Amendment

– alternative fuels infrastructure deployment within urban nodes ***and multimodal transport hubs***;

Amendment 271

Proposal for a regulation

Annex I – paragraph 1 – point 3 – indent 3 a (new)

Text proposed by the Commission

Amendment

- *measures to ensure that the expansion of publicly accessible recharging and refuelling points, as well as alternative fuel powered transport options, in particular public transport, are affordable and accessible for vulnerable consumers and those at risk of, or in, energy poverty;*

Amendment 272

Proposal for a regulation Annex I – paragraph 1 – point 7 a (new)

Text proposed by the Commission

Amendment

- 7 a. explanation of how the 'energy efficiency first' principle has been taken into utmost account for vehicle uptake projections, target setting, estimation of utilisation rates, the development and implementation of policy measures supporting the national policy framework and the associated public investments.*

Amendment 273

Proposal for a regulation Annex III – point 3 – indent 4 a (new)

Text proposed by the Commission

Amendment

- *number of bi-directional charging points for each of the categories under point 2.*

Amendment 274

Proposal for a regulation Annex II – Part 9 – point 9.3 a (new)

Text proposed by the Commission

Amendment

- 9.3 a. Technical specification for recharging stations for electricity*

*recharging and hydrogen refuelling
facilities for rail transport.*