

AMENDMENTS 001-119

by the Committee on Transport and Tourism

Report

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A7-0444/2013

Alternative fuels infrastructure

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

Amendment 1**Proposal for a directive****Recital 2***Text proposed by the Commission*

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

Amendment

(2) The White Paper ‘Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System’ called for breaking the oil dependence of transport. ***This needs to be achieved through an array of policy initiatives, notably through the development of*** a sustainable alternative fuels strategy as well as the appropriate infrastructure. The White Paper also set a target of 60% greenhouse gas (GHG) emissions reduction from transport by 2050, ***measured against the 1990 levels.***

Amendment 2**Proposal for a directive****Recital 2 a (new)**

Text proposed by the Commission

Amendment

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

Amendment 3

Proposal for a directive Recital 4

Text proposed by the Commission

Amendment

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

(4) Based on the consultation of stakeholders and national experts, as well as expertise, electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) have been identified, ***at the current stage***, as the main alternative fuels with a potential for long-term oil substitution and decarbonisation, ***also in light of their possible simultaneous and combined use by means of, for instance, dual-fuel technology systems.***

Amendment 4

Proposal for a directive Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) Without prejudice to the list of alternative fuels contained in this Directive, it should be emphasised that there exist further types of clean fuels that can represent potential alternatives to fossil fuels. Promising results from research and development should be considered when new types of alternative fuels are selected. Standards and legislation should be drawn up without

giving preference to any particular type of technology, so as not to hamper further development towards alternative fuels and energy carriers.

Amendment 5

Proposal for a directive

Recital 6

Text proposed by the Commission

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

Amendment

(6) Fragmentation of the internal market through uncoordinated market introduction of alternative fuels should be avoided. Coordinated policy frameworks of all Member States should therefore provide the long-term security required for private and public *investment in* vehicle and fuel technology, and infrastructure build-up, *in order to serve the dual purpose of ending oil dependency in the transport sector and achieving a 60 % cut in greenhouse gas emissions in that sector by 2050*. Member States should therefore establish *growth-oriented* national policy frameworks outlining their objectives, targets, and supporting actions on the market development of alternative fuels, including the necessary infrastructure to be put into place, *in close cooperation with regional and local authorities and with the industry concerned. Such national policy frameworks should aim at an overall reduction in energy consumption, especially consumption of oil and its derivatives in the transport sector, as well as at the deployment of electrified public transport services*. Member States should cooperate with other neighbouring Member States on the regional or macro-regional level, through consultation or joint policy frameworks, in particular where continuity of alternative fuel infrastructure coverage across national borders or construction of new infrastructure in the proximity of national borders is required. *The Commission should ensure* coordination of *those* national policy frameworks and

their coherence at **Union** level, following a periodic evaluation thereof.

Amendment 6

Proposal for a directive Recital 6 a (new)

Text proposed by the Commission

Amendment

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

Justification

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

Amendment 7

Proposal for a directive Recital 7

Text proposed by the Commission

Amendment

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

deleted

Amendment 8

Proposal for a directive

Recital 7 a (new)

Text proposed by the Commission

Amendment

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

Amendment 9

Proposal for a directive

Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) In accordance with Regulation (EU) No .../2013 of the European Parliament and of the Council of ... establishing the Connecting Europe Facility^{15a}, the development of new technologies and innovation, in particular regarding the decarbonisation of transport, should be eligible for Union funding. That Regulation also provides for additional funding to be granted for actions which exploit the synergies between at least two of the sectors covered by the Regulation (transport, energy and telecommunications). Lastly, that Regulation encourages the Commission to submit joint work programmes in an effort to take full advantage of possible synergies between those sectors. That source of funding should therefore fully contribute to the deployment of alternative

fuels infrastructure.

^{15a} *OJ L ...*

Amendment 10

Proposal for a directive Recital 7 c (new)

Text proposed by the Commission

Amendment

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

Amendment 11

Proposal for a directive Recital 7 d (new)

Text proposed by the Commission

Amendment

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

Amendment 12

Proposal for a directive Recital 9

Text proposed by the Commission

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

Amendment

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

Amendment 13

Proposal for a directive Recital 9 a (new)

Text proposed by the Commission

Amendment

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

Justification

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

Amendment 14

Proposal for a directive Recital 10

Text proposed by the Commission

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

Amendment

(10) The lack of harmonised development of alternative fuels infrastructure across the Union prevents the development of economies of scale on the supply side and **Union**-wide mobility on the demand side. New infrastructure networks need to be built up, in particular for electricity, hydrogen and natural gas (LNG and CNG), **taking into account climate change, research, costs and technological development. It is important to acknowledge the different stages of development for each fuel technology and related infrastructures, including the maturity of business models for private investors and the availability and customer acceptance of alternative fuels. Moreover, population density and geographical characteristics should be taken into account when laying down minimum infrastructure targets.**

Amendment 15

**Proposal for a directive
Recital 10 a (new)**

Text proposed by the Commission

Amendment

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

Amendment 16

**Proposal for a directive
Recital 10 b (new)**

(10b) The deployment of alternative fuels infrastructure must be underpinned by a diversified and safe energy mix, prioritising decarbonised or low-carbon-emission solutions. In order to achieve the objectives of this Directive, technological neutrality must be ensured and national policy frameworks must take due account of the requirement to support the commercial development of alternative fuels that are of appropriate quality and available in sufficient quantities.

Justification

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

Amendment 17

**Proposal for a directive
Recital 11**

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

(11) Electricity, **as** a clean fuel **at the point of use, is** particularly attractive for **the** deployment of electric vehicles and electric two-wheelers in urban agglomerations, **peripheral areas and the transport routes connecting them,** which can contribute to improving air quality and reducing noise **and CO₂ emissions from cars.** Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in *apartment* blocks,

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

office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.

Amendment 18

Proposal for a directive Recital 11 a (new)

Text proposed by the Commission

Amendment

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

Justification

Electrification enables considerable perspectives for the improvement of the transport sector's energy efficiency, especially at a time where transport becomes the source of the largest volume of greenhouse gas emissions.

Amendment 19

Proposal for a directive Recital 13

Text proposed by the Commission

Amendment

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

(13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. ***Periods of high demand on the local electricity distribution system are likely to coincide with times when prices are low on the wholesale electricity market.*** Therefore, in

of electricity is promoted through dynamic pricing.

the market consolidation phase, recharging points should use intelligent charging systems which regulate the power and duration of the charge, and should be linked up to intelligent metering systems. The price for electricity at a recharging point should be market-based, so that flexible consumption (and storage) of electricity can be promoted through dynamic pricing and the dissemination of information from the electricity distribution system operator about off-peak hours.

Justification

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

Amendment 20

Proposal for a directive Recital 13 a (new)

Text proposed by the Commission

Amendment

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

Amendment 21

Proposal for a directive Recital 14

Text proposed by the Commission

(14) With respect to recharging points for electric vehicles which are not publicly accessible, Member States should ensure ***consistency and aim to maximise*** synergies with intelligent meter roll-out plans following the obligation under *Annex I.2 of Directive 2009/72/EC* of the European Parliament and of the Council ***of 13 July 2009 concerning common rules for the internal market in electricity and repealing Directive 2003/54/EC***¹⁷. ***Publicly accessible recharging points are currently not part of the regulated activities of a distribution system operator as defined in Chapter VI of Directive 2009/72/EC.***

¹⁷ OJ L 211, 14.8.2009, p. 55.

Amendment

(14) With respect to recharging points for electric vehicles which are not publicly accessible, Member States should ensure, ***by means of intelligent control systems, that such recharging points contribute to the stability of the electricity system and are economically efficient, using existing solutions and possible*** synergies with intelligent meter roll-out plans following the obligation under *point 2 of Annex I to Directive 2009/72/EC* of the European Parliament and of the Council¹⁷.

¹⁷ ***Directive 2009/72/EC of the European Parliament and of the Council of 13 July 2009 concerning common rules for the internal market in electricity and repealing Directive 2003/54/EC*** (OJ L 211, 14.8.2009, p. 55).

Amendment 22

Proposal for a directive Recital 15

Text proposed by the Commission

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

Amendment

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

is needed in order to provide a non-proprietary solution ensuring interoperability across the *EU*.

further policy action is needed in order to provide a non-proprietary solution ensuring interoperability across the *Union*. ***The Union should also ensure that common technical specifications are established in the electric car market and work is carried out with a view to achieving global harmonisation of technical standards for electric vehicle charging infrastructure.***

Amendment 23

Proposal for a directive Recital 15 a (new)

Text proposed by the Commission

Amendment

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

Justification

National rules have been developed over the past 50 years to increase the level of safety of electrical installations. Safety of electrical equipment is absolutely critical to the proper development of the electric vehicle market. The socket-outlet for Type 2 connector shall be standardised as soon as possible to comply with shutter requirements in several Member States.

Amendment 24

Proposal for a directive Recital 16

Text proposed by the Commission

Amendment

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

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

electricity supply to stationary airplanes at airports can reduce fuel consumption and noise, improve air quality and reduce the impact of climate change.

Amendment 25

Proposal for a directive Recital 16 a (new)

Text proposed by the Commission

Amendment

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

Justification

According to 2013 data from the European Environment Agency, specific emissions of CO₂ per passenger-kilometre or tonne-kilometre in railway transport are approximately halved when switching from diesel to electric power.

Amendment 26

Proposal for a directive Recital 18

Text proposed by the Commission

Amendment

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

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

Amendment 27

Proposal for a directive

Recital 20

Text proposed by the Commission

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

Amendment

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

Amendment 28

Proposal for a directive

Recital 21

Text proposed by the Commission

(21) Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels ***to meet*** the requirements for decreasing the sulphur content in maritime fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels¹⁸. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of 2020. The initial focus on the core network should not rule out ***that*** in the longer perspective ***LNG is also made available*** at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations (fishing vessels, offshore service vessels etc.).

Amendment

(21) Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels ***due to its advanced environmental performance. Amongst other environmental benefits, LNG provides a high-potential solution in meeting*** the requirements for decreasing the sulphur content in maritime fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council¹⁸. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of 2020. ***LNG should be used alongside other fuels, such as low-sulphur-content distillates or fuels with a high sulphur content used by vessels equipped with a scrubber, in an effort to ensure that the aforementioned requirements are met.*** The initial focus on the core network should not rule out ***the***

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

¹⁸ OJ L 327 of 27 Nov 2012

¹⁸ *Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels* (OJ L 327, 27.11.2012, p. 1).

Amendment 29

Proposal for a directive Recital 21 a (new)

Text proposed by the Commission

Amendment

(21a) The deployment of LNG infrastructure provided for in this Directive should not hamper the development of other potentially upcoming energy-efficient alternative fuels for vessels, such as methanol. That fuel should also be considered as a viable way to comply with the stricter sulphur content requirements for marine fuels as of 2015.

Amendment 30

Proposal for a directive Recital 22

Text proposed by the Commission

Amendment

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

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

Amendment 31

Proposal for a directive Recital 23 a (new)

Text proposed by the Commission

Amendment

(23a) Although the basis for the deployment of LNG infrastructure should be the TEN-T Core Network, other elements might be of importance when establishing a network of LNG refuelling points in both maritime and inland ports. In particular, it is appropriate to consider actual market needs and the existing bunkering points in order to ensure proportionality in the deployment of LNG infrastructure. Ports that are important for vessels not engaged in transport operations (fishing vessels, offshore service vessels, etc.) also need to be considered.

Amendment 32

Proposal for a directive Recital 23 b (new)

Text proposed by the Commission

Amendment

(23b) Natural gas extraction in the Union must comply with uniformly high Union-wide standards of safety and environmental and health protection.

Amendment 33

Proposal for a directive Recital 24 a (new)

Text proposed by the Commission

Amendment

(24a) With a view to increasing consumer awareness about the alternative fuels covered by this Directive, the Commission and relevant stakeholders should examine ways of providing consumers with information at the refuelling/recharging

points allowing comparison of the price, energy content and climate effects linked to different fuels.

Amendment 34

Proposal for a directive Recital 24 b (new)

Text proposed by the Commission

Amendment

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

Amendment 35

Proposal for a directive Recital 24 c (new)

Text proposed by the Commission

Amendment

(24c) With a view to creating an intelligent transport system (ITS), the deployment of alternative fuels infrastructure should go in parallel with the deployment of intelligent information systems that will provide users with key information concerning the availability of recharging and refuelling points and any other information necessary for unrestricted mobility.

Amendment 36

Proposal for a directive Recital 26

(26) Technical specifications for interoperability of recharging and refuelling points should be specified in European standards which are fully compatible with relevant international standards. Lack of European standards prevents giving detailed references to some required specifications. Thus the Commission should ask European standardisation organisations to publish such European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council ***on European Standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Decision 87/95/EEC and Decision No 1673/2006/EC***²², and those standards should be based on current international standards or on-going international standardisation work, where applicable. Where international standards are already available, technical specifications contained in them should be used as an intermediate solution, pending the adoption of European standards. For standards not yet published, the work will be based on: (i) ‘Configuration FF, IEC 62196-3:CDV 2012’ for fast DC electric recharging points for motor vehicles, (ii) ISO TC67/WG10 for LNG refuelling points for waterborne vessels (iii) the work of ISO/TC 252 for CNG and L-CNG refuelling for motor vehicles. The Commission should be empowered to adapt the references to technical specifications given in European standards through delegated acts.

²² OJ L 316, 14.11.2012, p. 12

(26) Technical specifications for interoperability of recharging and refuelling points should be specified in European standards which are fully compatible with relevant international standards. Lack of European standards prevents giving detailed references to some required specifications. Thus the Commission should ask European standardisation organisations to publish such European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council²², and those standards should be based on current international standards or ongoing international standardisation work, where applicable. Where international standards are already available, technical specifications contained in them should be used as an intermediate solution, pending the adoption of European standards. For standards not yet published, the work will be based on: (i) ‘Configuration FF, IEC 62196-3:CDV 2012’ for fast DC electric recharging points for motor vehicles, (ii) ISO TC67/WG10 for LNG refuelling points for waterborne vessels, (iii) the work of ISO/TC 252 for CNG and L-CNG refuelling for motor vehicles, ***and (iv) the work of CEN/TC19 on higher biocontent fuel standards and jetfuels***. The Commission should be empowered to adapt the references to technical specifications given in European standards through delegated acts. ***This should be without prejudice to legislation in place regarding the rail sector, which is governed by legally binding technical specifications for interoperability as provided for in Directive 2008/57/EC of the European Parliament and of the Council***^{22a}.

²² ***Regulation (EU) No 1025/2012 of the European Parliament and of the Council***

of 25 October 2012 on European Standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Decision 87/95/EEC and Decision No 1673/2006/EC (OJ L 316, 14.11.2012, p. 12).

^{22a} Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (OJ L 191, 18.7.2008, p. 1).

Amendment 37

Proposal for a directive Recital 29 a (new)

Text proposed by the Commission

Amendment

(29a) The Commission should identify all necessary measures to ensure a harmonised high level of fuel quality throughout the Union, and should, if appropriate, submit a proposal for the amendment of Directive 98/70/EC of the European Parliament and of the Council^{23a} with a view to including key quality specifications for the alternative fuels covered by this Directive.

^{23a} Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (OJ L 350, 28.12.1998).

Justification

Since the aim of this proposal is to deploy an alternative fuels infrastructure throughout the Union, the Commission should be tasked with proposing, within the Fuel Quality Directive (FQD), key parameters for these alternative fuels in accordance with the scope of the FQD, i.e.

human health and environment related specifications, as it is the case for petrol and diesel.

Amendment 38

Proposal for a directive Article 1

Text proposed by the Commission

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

Amendment

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to break the oil dependence of ***the transport sector*** and ***achieve the target of a 60% reduction in greenhouse gas (GHG) emissions from transport by 2050, thereby contributing to the Union's long-term decarbonisation policy.*** It sets out minimum requirements on alternative fuels infrastructure build-up and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen.

Amendment 39

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

Text proposed by the Commission

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

Amendment

(1) 'Alternative fuels' mean fuels ***or energy sources*** which ***serve as a*** substitute ***for*** fossil oil sources in the energy supply to transport and which have ***the*** potential to contribute to its decarbonisation ***and limit pollution.*** They include, ***inter alia:***

Amendment 40

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

Text proposed by the Commission

– synthetic fuels,

Amendment

– synthetic **and paraffinic** fuels, **including methanol**,

Amendment 41

Proposal for a directive

Article 2 – point 2

Text proposed by the Commission

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

Amendment

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

Justification

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

Amendment 42

Proposal for a directive

Article 2 – point 3

Text proposed by the Commission

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

Amendment

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

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

Justification

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

Amendment 43

Proposal for a directive Article 2 – point 5

Text proposed by the Commission

(5) 'Publicly accessible recharging or refuelling point' means a recharging or refuelling point which provides non-discriminatory access to the users.

Amendment

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

Justification

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

Amendment 44

Proposal for a directive Article 2 – point 5 a (new)

Text proposed by the Commission

Amendment

(5a) 'Off-peak charging' means a combination of two situations: a low price on the wholesale electricity market and low demand on the electricity grid.

Justification

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

Amendment 45

Proposal for a directive Article 2 – point 6

(6) 'Electric vehicle' means a vehicle within the meaning of Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 ***establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles***²⁴, with a maximum design speed exceeding 25 km/h, equipped with one or more traction motor(s) operated by electric power and not permanently connected to the grid, as well as their high voltage components and systems which are galvanically connected to the high voltage bus of the electric power train.

(6) 'Electric vehicle' means:

– a vehicle within the meaning of Directive 2007/46/EC of the European Parliament and of the Council²⁴, with a maximum design speed exceeding 25 km/h, equipped with one or more traction motor(s) operated by electric power and not permanently connected to the grid, as well as their high voltage components and systems which are galvanically connected to the high voltage bus of the electric power train;

– ***a vehicle within the meaning of Regulation (EU) No 168/2013 of the European Parliament and of the Council^{24a}, propelled by an electric engine.***

²⁴ OJ L 263, 9.10.2007, p. 1.

²⁴ ***Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles*** (OJ L 263, 9.10.2007, p. 1).

^{24a} ***Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles*** (OJ L 60,

Justification

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

Amendment 46

Proposal for a directive
Article 2 – point 8

Text proposed by the Commission

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

Amendment

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

Amendment 47

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

Text proposed by the Commission

Amendment

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

Justification

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

Amendment 48

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

Text proposed by the Commission

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

Amendment

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

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

Each Member State shall adopt, **in a transparent manner and in close cooperation with regional and local authorities and with the industry concerned**, a national policy framework for the market development of alternative fuels and their infrastructure, **which shall be consistent with the national targets referred to in the first subparagraph. It shall** include **the** information listed in Annex I, and contain at least the following elements:

Justification

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

Amendment 49

Proposal for a directive

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

Text proposed by the Commission

Amendment

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

Amendment 50

Proposal for a directive

Article 3 – paragraph 1 – indent 2

Text proposed by the Commission

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

Amendment

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

Justification

The dual-fuel technology combining diesel with CNG reduces emissions of particulate matter (PM₁₀) and CO₂. It should therefore be provided together with other dual-fuel options combining electricity, LPG, CNG, etc.

Amendment 51

Proposal for a directive

Article 3 – paragraph 1 – indent 3

Text proposed by the Commission

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

Amendment

– the regulatory framework to support the build-up of alternative fuels infrastructure, ***taking into account the needs of small and medium-sized enterprises (SMEs);***

Amendment 52

Proposal for a directive

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

Text proposed by the Commission

Amendment

– policy measures to achieve the maximum possible sustainable mobility and the Union global target for the reduction of energy consumption in the transport sector;

Amendment 53

Proposal for a directive

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

Text proposed by the Commission

Amendment

– targets for the reduction of urban congestion, increased mobility efficiency and the deployment of electrified public transport services;

Amendment 54

Proposal for a directive

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

Text proposed by the Commission

Amendment

– national plans for the supply of green electricity to electric vehicles;

Amendment 55

Proposal for a directive

Article 3 – paragraph 1 – indent 5

Text proposed by the Commission

Amendment

– deployment and manufacturing support measures;

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

Amendment 56

Proposal for a directive

Article 3 – paragraph 1 – indent 5 a (new)

Text proposed by the Commission

Amendment

– information on the applicable technical and administrative procedures, personnel, methodology and legislation with regard to the authorisation of alternative fuels supply, in order to ensure that an application by an intended alternative fuel provider is authorised within a reasonable time from its submission;

Amendment 57

Proposal for a directive

Article 3 – paragraph 1 – indent 7

Text proposed by the Commission

– targets for the deployment of alternative fuels;

Amendment

– targets for the deployment of alternative fuels, ***in line with the Union’s environmental and climate-protection legislation currently in force***;

Amendment 58

Proposal for a directive

Article 3 – paragraph 1 – indent 9

Text proposed by the Commission

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

Amendment

– assessment of the need for LNG refuelling points in ports outside the TEN-T core network that are important for vessels engaged in transport, ***fishing and passenger carriage*** operations;

Amendment 59

Proposal for a directive

Article 3 – paragraph 1 – indent 9 a (new)

Text proposed by the Commission

Amendment

– ***designation of priority ports, whether or not forming part of the TEN-T Core Network, to be equipped with LNG supply infrastructure***;

Amendment 60

Proposal for a directive

Article 3 – paragraph 1 – indent 9 b (new)

Text proposed by the Commission

Amendment

– ***a minimum number of railway and public transport stations, freight terminals and logistic centres to be equipped with***

recharging points for electric vehicles in technically suitable locations in their vicinity;

Justification

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

Amendment 61

Proposal for a directive

Article 3 – paragraph 1 – indent 10 a (new)

Text proposed by the Commission

Amendment

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

Amendment 62

Proposal for a directive

Article 3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

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

Justification

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

Amendment 63

Proposal for a directive

Article 3 – paragraph 3

Text proposed by the Commission

Amendment

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

deleted

Amendment 64

Proposal for a directive Article 3 – paragraph 5

Text proposed by the Commission

Amendment

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

5. Member States shall notify their ***national targets for the deployment of alternative fuels and the relevant infrastructure, as well as their*** national policy frameworks, to the Commission [within 18 months from the date of entry into force of this Directive].

Amendment 65

Proposal for a directive Article 3 – paragraph 6

Text proposed by the Commission

Amendment

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

6. The Commission shall evaluate the national policy frameworks, ***especially in terms of their efficacy for the achievement of the national targets referred to in paragraph 1,*** and ensure that there is coherence at ***Union*** level. It shall forward to the European Parliament the report on the evaluation on the national policy frameworks within one year from ***receipt*** of the national policy frameworks.

Amendment 66

Proposal for a directive Article 4 – paragraph 1

Text proposed by the Commission

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

Amendment

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

Member States shall also take measures to promote the development of recharging points not accessible to the public.

Amendment 67

**Proposal for a directive
Article 4 – paragraph 2**

Text proposed by the Commission

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

Amendment

2. ***Member States shall ensure that at least the number of publicly accessible recharging points for electric vehicles referred to in the table in Annex II are put in place, paying particular attention to urban agglomerations and other densely-populated areas such as suburbs, and within adequate distances along the TEN-T Core Network.***

Amendment 68

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

Text proposed by the Commission

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

Amendment

Normal recharging points for electric vehicles shall comply with the technical specifications set out in *point 1.1 of Annex III* by 31 December 2015 at the latest.
Recharging points which are not publicly accessible and were put in place before ... * shall be exempt from this requirement.

** OJ: please insert the date: 36 months from the date of entry into force of this Directive.*

Amendment 69

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

Text proposed by the Commission

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

Amendment

Fast recharging points for electric vehicles shall comply with the technical specifications set out in *point 1.2 of Annex III* by 31 December 2017 at the latest.
Recharging points which were put in place before ...* shall be exempt from this requirement.

** OJ: please insert the date 36 months from the date of entry into force of this Directive.*

Amendment 70

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

Text proposed by the Commission

Amendment

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

Justification

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

Amendment 71

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

Text proposed by the Commission

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

Amendment

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

Amendment 72

Proposal for a directive

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

Text proposed by the Commission

Amendment

Member States may maintain additional safety requirements in force at national level, such as the charging sockets being fitted with safety shutters.

Amendment 73

Proposal for a directive

Article 4 – paragraph 4

Text proposed by the Commission

Amendment

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

4. Member States, ***in close cooperation with regional and local authorities, the managing bodies of the ports and the industry concerned***, shall ensure that shore side electricity supply for waterborne vessels ***requiring more than 1 MVA*** is installed ***by 31 December 2020*** in ***berths of ports of the TEN-T Core Network located within 3 km of residential and commercial areas. This requirement shall also apply to cruise and ferry terminals not included in the TEN-T Core Network, unless their managing bodies demonstrate a lack of cost-effectiveness or an absence of significant*** environmental benefits.

Amendment 74

Proposal for a directive

Article 4 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

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

Amendment 75

Proposal for a directive

Article 4 – paragraph 5 b (new)

Text proposed by the Commission

Amendment

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

Amendment 76

Proposal for a directive

Article 4 – paragraph 5 c (new)

Text proposed by the Commission

Amendment

5c. In order to facilitate multimodal passenger and freight transport, Member States, in close cooperation with railway infrastructure managers, operators, owners of railway and public transport stations and managers of railway freight terminals and logistic centres, shall identify, within their national policy frameworks, a minimum number of railway and public transport stations, freight terminals and logistic centres to be equipped with recharging points for electric vehicles in technically suitable locations in their vicinity. The smooth operation of railways and public transport

services shall not be hindered thereby.

Justification

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

Amendment 77

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

Text proposed by the Commission

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

Amendment

6. During the market consolidation phase, adequate systems shall be available for the recharging of electric vehicles at publicly accessible recharging points, in order to encourage off-peak charging and provide clear and transparent consumer information concerning the recharging cost and specifying whether the price indicated covers a service provision or the amount of electricity (kWh) consumed.

Amendment 78

**Proposal for a directive
Article 4 – paragraph 10**

Text proposed by the Commission

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

Amendment

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

Justification

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

Amendment 79

Proposal for a directive Article 4 – paragraph 11

Text proposed by the Commission

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

Amendment

11. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 concerning the updating of ***the minimum number of publicly accessible electric recharging points per Member State laid down in Annex II*** and the technical specifications set out in points ***1.1, 1.2, 1.2a, 1.3 and 1.3a*** of Annex III.

Amendment 80

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

Text proposed by the Commission

Amendment

11a. The Commission shall be empowered to adopt, by ...^{*}, delegated acts in accordance with Article 8 concerning the technical specifications applicable to recharging points for electric buses.

**** OJ: please insert the date: two years after the entry into force of this Directive***

Amendment 81

Proposal for a directive Article 5 – paragraph 1

Text proposed by the Commission

1. Member States on the territory of which ***exist already at the day*** of ***the*** entry into

Amendment

1. Member States on the territory of which, ***on the date*** of entry into force of this

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

Directive, hydrogen refuelling points ***already exist*** shall ensure, ***in close cooperation with regional and local authorities and with the industry concerned***, that a sufficient number of publicly accessible refuelling points are available, with distances not exceeding 300 km, ***including one refuelling point per 250 000 inhabitants in urban areas***, to allow the circulation of hydrogen vehicles within the entire national territory by 31 December 2020 at the latest.

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

Isolated areas of Member States where the population density is lower than 10 inhabitants per square kilometre shall be excluded from the requirements set out in the first subparagraph.

Amendment 82

Proposal for a directive Article 6 – paragraph 1

Text proposed by the Commission

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

Amendment

1. Member States, ***in close cooperation with regional and local authorities, the managing bodies of the ports and the industry concerned***, shall ensure that ***a sufficient number of*** maritime ports of the Trans-European Transport (TEN-T) Core Network ***are equipped with publicly accessible LNG refuelling points for maritime and inland waterway transport, within adequate distances, to allow the circulation of LNG vessels Union-wide*** by 31 December 2020 at the latest.

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

Justification

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

Amendment 83

Proposal for a directive Article 6 – paragraph 2

Text proposed by the Commission

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

Amendment

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

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

Justification

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

Amendment 84

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

Text proposed by the Commission

Amendment

2a. The Commission shall propose an

amendment of Directive 2006/87/EC of the European Parliament and of the Council^{24b} and of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) in order to allow normal use and transportation of LNG on inland waterways.

^{24b} *Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC (OJ L 389, 30.12.2006, p. 1).*

Justification

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

Amendment 85

Proposal for a directive Article 6 – paragraph 3

Text proposed by the Commission

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

Amendment

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

Amendment 86

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

Text proposed by the Commission

Amendment

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

Justification

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

Amendment 87

Proposal for a directive Article 6 – paragraph 4

Text proposed by the Commission

Amendment

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

4. All LNG refuelling points for maritime and inland waterway transport, ***as well as the necessary associated facilities such as storage tank and pontoons***, shall comply with the technical specifications set out in *point 3.1 of Annex III* by 31 December 2015 at the latest.

Amendment 88

Proposal for a directive Article 6 – paragraph 6

Text proposed by the Commission

Amendment

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

6. Member States, ***in close cooperation with regional and local authorities and with the industry concerned***, shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of ***100 km, including one refuelling point per 100 000 inhabitants in urban areas***, to allow the circulation of CNG vehicles Union-wide by 31 December 2020 at the latest.

Justification

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

Amendment 89

Proposal for a directive Article 6 – paragraph 8

Text proposed by the Commission

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

Amendment

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

Amendment 90

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

Text proposed by the Commission

Amendment

8a. All publicly accessible LPG refuelling points for motor vehicles shall comply with the technical specifications set out in point 3a of Annex III by 31 December 2015 at the latest.

Amendment 91

Proposal for a directive Article 6 – paragraph 9

Text proposed by the Commission

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

Amendment

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

Amendment 92

Proposal for a directive

Article 6 – paragraph 10 – introductory part

Text proposed by the Commission

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

Amendment

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

Justification

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

Amendment 93

Proposal for a directive

Article 6 – paragraph 10 – subparagraph 2

Text proposed by the Commission

Those implementing acts shall be adopted in accordance with the procedure referred to in Article 9.

Amendment

deleted

Amendment 94

Proposal for a directive

Article 7 – paragraph 1 – introductory part

Text proposed by the Commission

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

Amendment

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

Amendment 95

Proposal for a directive

Article 7 – paragraph 1 – point a

Text proposed by the Commission

Amendment

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

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

Amendment 96

Proposal for a directive

Article 7 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) in vehicle manuals;

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

Amendment 97

Proposal for a directive

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

Text proposed by the Commission

Amendment

(ca) at technical control facilities in their territory.

Amendment 98

Proposal for a directive

Article 7 – paragraph 2

Text proposed by the Commission

Amendment

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

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

Justification

This amendment aims at properly informing the consumer as regards the compatibility of

his/her vehicle with LPG delivered at the pump in order to prevent fraud on the market.

Amendment 99

Proposal for a directive

Article 7 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. When fuel prices are displayed, a unit price expressed as "1 litre of petrol equivalent" may be additionally used, provided that the fuel in question is not sold per litre. To that end, the Commission shall consider a modification of Directive 98/6/EC of the European Parliament and the Council^{24c} in order to increase consumer awareness and provide full fuel price transparency.

^{24c} ***Directive 98/6/EC of the European Parliament and of the Council of 16 February 1998 on consumer protection in the indication of the prices of products offered to consumers (OJ L 80, 18.3.1998, p. 27).***

Justification

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

Amendment 100

Proposal for a directive

Article 7 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

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

*** OJ: please insert the date: deadline for the transposition of this Directive.**

Justification

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

Amendment 101

**Proposal for a directive
Article 8 – paragraph 2**

Text proposed by the Commission

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

Amendment

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

Amendment 102

**Proposal for a directive
Article 10 – paragraph 1**

Text proposed by the Commission

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

Amendment

1. Each Member State shall submit to the Commission ***a report*** on the national policy framework and its implementation ***in relation to its national targets*** by ...*, and every two years thereafter. ***Those*** reports shall include ***the*** information set

information set out in Annex I.

out in Annex I.

In those reports, a statement of reasons shall be given for any discrepancies between the targets achieved, as compared to the national targets established in accordance with Article 3(1) of this Directive.

**** OJ: please insert the date: two years after the entry into force of this Directive***

Amendment 103

Proposal for a directive

Article 10 – paragraph 2 – subparagraph 2

Text proposed by the Commission

The Commission report shall contain the following elements:

- ***the*** assessment of the actions taken by each Member State;
- ***the*** assessment of the effects of this Directive on the market development of alternative fuels and the impact on economy ***and*** environment;
- information on technical progress and market development of the alternative fuels covered by this Directive and of any other alternative fuel.

Amendment

The Commission report shall contain the following elements:

- ***an*** assessment of the actions taken by each Member State, ***including their cost effectiveness***;
- ***an*** assessment of the effects of this Directive on the market development of alternative fuels and the impact on ***the*** economy, ***on the*** environment ***and on consumers***;
- information on technical progress and market development of the alternative fuels covered by this Directive and of any other alternative fuel.

Amendment 104

Proposal for a directive

Article 10 – paragraph 2 – subparagraph 4

Text proposed by the Commission

The Commission report shall assess the requirements and ***the*** dates set out in this Directive in respect to the infrastructure build-up and implementation of specifications, taking into account the

Amendment

The Commission report shall assess the requirements, ***targets*** and dates set out in this Directive in respect to the infrastructure build-up and implementation of specifications, taking into account the

technical, economic and market developments of the respective alternative fuels, accompanied if appropriate by a legislative proposal.

technical, economic and market developments of the respective alternative fuels, accompanied if appropriate by a legislative proposal.

Amendment 105

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

Text proposed by the Commission

Amendment

2a. By ... *, the Commission shall submit a report to the European Parliament and the Council identifying the measures necessary in order to ensure a harmonised high level of fuel quality throughout the Union. The report shall be accompanied, if appropriate, by a proposal for the amendment of Directive 98/70/EC of the European Parliament and of the Council^{24d} with a view to including quality specifications, units and limits for the new alternative fuels covered by this Directive. In particular, the proposed measures should ensure protection of health and of the environment by enabling alternative fuels to be provided at the quality required for use in current and future technology engines and ensuring a high level of environmental performance with regard to CO₂ and other pollutant emissions.

**** OJ: please insert the date: two years from the date of entry into force of this Directive.***

^{24d} Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (OJ L 350, 28.12.1998, p. 58).

Justification

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

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

Amendment 106

Proposal for a directive

Article 10 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2b. By 31 December 2015, the Commission shall submit a proposal to the European Parliament and to the Council on a comprehensive European electric mobility strategy based on best practices and taking into account individual market needs and developments in the Member States with the aim of achieving the broadest possible shift to sustainable electric mobility.

Justification

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

Amendment 107

Proposal for a directive

Annex I – point 1

Text proposed by the Commission

Amendment

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

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

In order to ensure that an application by an intended alternative fuel provider is authorised within a reasonable time from its submission, the regulatory framework shall include details on the applicable technical and administrative procedures, personnel, methodology and legislation so

as to avoid bureaucratic and legislative delays.

Amendment 108

Proposal for a directive Annex I – point 5 – indent 1

Text proposed by the Commission

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

Amendment

– 2020 national targets for the deployment of alternative fuels in the different transport modes (road, rail, water and air) and for the relevant infrastructure, ***taking into account the objectives of a global reduction in the consumption of energy and oil and the reduction of urban congestion;***

Amendment 109

Proposal for a directive Annex I – point 5 a (new)

Text proposed by the Commission

Amendment

5a. Market developments

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

Amendment 110

Proposal for a directive Annex II – title

Text proposed by the Commission

Minimum number of ***electric vehicle*** recharging points in each Member State

Amendment

Minimum number of ***publicly accessible*** recharging points ***for electric vehicles*** in each Member State

Amendment 111

Proposal for a directive Annex II

<i>Text proposed by the Commission</i>		
Member State	<i>Number of recharging points (in thousands)</i>	Number of publicly accessible recharging points (in thousands)
BE	<i>207</i>	<i>21</i>
BG	<i>69</i>	<i>7</i>
CZ	<i>129</i>	<i>13</i>
DK	<i>54</i>	<i>5</i>
DE	<i>1503</i>	<i>150</i>
EE	<i>12</i>	<i>1</i>
IE	<i>22</i>	<i>2</i>
EL	<i>128</i>	<i>13</i>
ES	<i>824</i>	<i>82</i>
FR	<i>969</i>	<i>97</i>
IT	<i>1255</i>	<i>125</i>
CY	<i>20</i>	<i>2</i>
LV	<i>17</i>	<i>2</i>
LT	<i>41</i>	<i>4</i>
LU	<i>14</i>	<i>1</i>
HU	<i>68</i>	<i>7</i>
MT	<i>10</i>	<i>1</i>
NL	<i>321</i>	<i>32</i>
AT	<i>116</i>	<i>12</i>
PL	<i>460</i>	<i>46</i>
PT	<i>123</i>	<i>12</i>
RO	<i>101</i>	<i>10</i>
SI	<i>26</i>	<i>3</i>
SK	<i>36</i>	<i>4</i>
FI	<i>71</i>	<i>7</i>
SE	<i>145</i>	<i>14</i>
UK	<i>1221</i>	<i>122</i>

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<i>Amendment</i>		
Member State	Number of publicly accessible recharging points (in thousands)	
BE	12	
BG	4	
CZ	7	
DK	3	
DE	86	
EE	1	
IE	1	
EL	7	
ES	47	
FR	55	
IT	72	
CY	1	
LV	1	
LT	2	
LU	1	
HU	4	
MT	1	
NL	18	
AT	7	
PL	26	
PT	7	
RO	6	
SI	1	
SK	2	
FI	4	
SE	8	
UK	70	
HR	2	

Justification

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

Amendment 112

Proposal for a directive

Annex III – point 1 – point 1.1

Text proposed by the Commission

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

Amendment

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

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

Amendment 113

Proposal for a directive

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

Text proposed by the Commission

Amendment

Alternate Current (AC) normal recharging points for L-category electric vehicles shall be equipped with connectors as described in IEC/TR 60083, or, where applicable, with connectors as described in BS 1363. Where those connectors do not meet on-street recharging national regulations, the recharging points shall

comply with the standard EN 61851-1:2011 and shall be equipped with connectors of Type 3a as described in standard EN 62196-2:2012.

Justification

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

Amendment 114

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

Text proposed by the Commission

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

Amendment

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

Amendment 115

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

Text proposed by the Commission

Amendment

For a transitional period ending on 1 January 2019, Direct Current (DC) fast recharging points for electric vehicles may be additionally equipped with connectors of Type "CHAdeMO" by means of dual charging systems.

Justification

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

Amendment 116

Proposal for a directive

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

Text proposed by the Commission

Amendment

1.2a. Wireless electric recharging points for motor vehicles

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

Justification

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

Amendment 117

Proposal for a directive

Annex III – point 1 – point 1.3 a (new)

Text proposed by the Commission

Amendment

1.3a. Electricity supply for stationary airplanes

Electricity supply to be installed in airports for use by stationary airplanes, including the design, installation and testing of the systems, shall comply with the relevant EN standard [to be specified in the final text].

Amendment 118

Proposal for a directive

Annex III – point 3 – point 3.1

Text proposed by the Commission

Amendment

LNG refuelling points for waterborne vessels shall comply with the relevant EN

LNG refuelling points for waterborne vessels shall comply with the relevant EN

standards, to be adopted by 2014.

standards, to be adopted by 2014. *The standards shall be compatible with current international standards or on-going international standardisation work, where applicable.*

Amendment 119

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

Text proposed by the Commission

Amendment

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

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