



2021/0223(COD)

21.3.2022

AMENDMENTS

393 - 809

Draft report

Ismail Ertug

(PE719.568v01-00)

Deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council

Proposal for a regulation

(COM(2021)0559 – C9-0331/2021 – 2021/0223(COD))

Amendment 393
Dominique Riquet, Caroline Nagtegaal

Proposal for a regulation
Article premier – 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 mandatory 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.

Or. fr

Amendment 394
Andor Deli

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 and stationary aircraft. It lays down common technical specifications and requirements on user information, data provision and payment requirements for alternative fuels infrastructure.

Or. en

Amendment 395
Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 Member States 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.

Or. en

Amendment 396
Elena Kountoura

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 process between the Commission and Member States for the purpose of the finalisation of the national policy frameworks, **taking into account local and regional strategies for deployment of alternative fuels infrastructure**, and their subsequent implementation and corresponding Commission action.

Or. en

Amendment 397
Carlo Fidanza, Pietro Fiocchi

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

Text proposed by the Commission

Amendment

3 a. This Regulation is without prejudice to the possibility of continuing to provide financial support by Member States, consistent with state aid rules (EEAG), to the categories of infrastructure for which mandatory national targets are not established in accordance with paragraph 1 of this Article.

Or. en

Justification

The proposal addresses a point raised in the context of the early discussions in the Council, where it was questioned whether infrastructures lacking explicit targets in AFIR should still be eligible to receive support under the EU state aid rules, or whether they should follow different criteria. The proposal is therefore meant to clarify that the EU state aid rules shall apply to all relevant infrastructures, irrespective of explicit development targets in the AFIR Regulation.

Amendment 398

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – introductory part

Text proposed by the Commission

Amendment

(3) ‘alternative fuels’ means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, including:

(3) ‘alternative fuels’ means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute, **on a permanent basis or for a transitional phase**, to its decarbonisation and enhance the environmental performance of the transport

sector, including:

Or. en

Amendment 399

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

Article 2 – paragraph 1 – point 3 – point a

Text proposed by the Commission

Amendment

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

- *electricity,*
- *hydrogen,*
- *ammonia,*

Or. en

Justification

The newly proposed sub-categorization of "alternative fuels" would undermine flexibility e.g. via blending across sub-categories. It is therefore suggested to maintain the single list from the previous regulation (Only sub-header a) should be deleted, all indents to remain in the text.)

Amendment 400

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Elsi Katainen, Søren Gade, José Ramón Bauzá Díaz

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*’:

Or. en

Amendment 401

Henna Virkkunen

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 **and renewable** fuels for **low- and** zero-emission vehicles’:

Or. en

Justification

There is no need to make a distinction between alternative and renewable fuels as both support the same goal. Also the combination of definition of “Alternative fuels for zero-emission vehicles” is confusing as the term “zero emission” is not a scientific term in relation to the fuels itself.

Amendment 402

Carlo Fidanza, Pietro Fiocchi

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-tailpipe emission** vehicles’:

Or. en

Amendment 403

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 **low- and** zero-emission vehicles’:

Amendment 404

Carlo Fidanza, Pietro Fiocchi

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) *Deleted*

Or. en

Justification

The proposed sub-categorisation of alternative fuels would cause problems in case of blending for example renewable fuels (such as bioLPG, renewable Dimethyl Ether or bioLNG) with the conventional forms of alternative fuels (such as LPG and LNG), and subsequent delivery to the fuel supplier for the transport sector.

Amendment 405

Dominique Riquet

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*’:

Or. fr

Amendment 406

Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Izaskun Bilbao Barandica, Elsi Katainen, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

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

Text proposed by the Commission

Amendment

- *in-vehicle (solar-)generated electricity*

Or. en

Justification

Energy efficient vehicles, such as cars with integrated solar panels, need to be charged less frequently, while having a higher charging speed on low power chargers. This would relieve some of the existing pressure on the electricity grid by reducing the power demand from EVs.

Amendment 407

Roman Haider, Georg Mayer, Marco Campomenosi, Paolo Borchia, Massimo Casanova, Annalisa Tardino

Proposal for a regulation

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

Text proposed by the Commission

– hydrogen,

Amendment

– hydrogen *and hydrogen derived fuels*,

Or. en

Amendment 408

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

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

Text proposed by the Commission

– hydrogen,

Amendment

– hydrogen *and hydrogen derived fuels*,

Or. en

Amendment 409

Roman Haider, Georg Mayer, Marco Campomenosi, Paolo Borchia, Massimo Casanova, Annalisa Tardino

Proposal for a regulation

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

Text proposed by the Commission

Amendment

- ***ammonia,*** ***deleted***

Or. en

Amendment 410

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

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

Text proposed by the Commission

Amendment

- ***ammonia,*** ***deleted***

Or. en

Amendment 411

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

Article 2 – paragraph 1 – point 3 – point b

Text proposed by the Commission

Amendment

- (b) ‘renewable fuels’:** ***deleted***

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

– synthetic and paraffinic fuels, including ammonia, produced from renewable energy,

Or. en

Justification

The newly proposed sub-categorization of "renewable fuels" would undermine flexibility e.g.

via blending across sub-categories. It is therefore suggested to maintain the single list from the previous regulation (Only sub-header b) should be deleted, all indents to remain in the text.)

Amendment 412

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(b) ‘renewable fuels’:

(b) ‘renewable **and alternative fossil** fuels’:

Or. en

Amendment 413

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(b) ‘**renewable fuels**’:

(b) **deleted**

Or. en

Justification

The proposed sub-categorisation of alternative fuels would cause problems in case of blending for example renewable fuels (such as bioLPG, renewable Dimethyl Ether or bioLNG) with the conventional forms of alternative fuels (such as LPG and LNG), and subsequent delivery to the fuel supplier for the transport sector.

Amendment 414

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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,* *deleted*

Or. en

Amendment 415
Carlo Fidanza, Pietro Fiocchi

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, *advanced biofuels, biogas, biopropane* and biofuels *(including bioLPG and renewable Dimethyl Ether) and renewable fuels of non-biological origin and recycled carbon fuels* as defined in Article 2, points (27), (28), (33) and (34) of Directive (EU) 2018/2001,

Or. en

Amendment 416
Isabel García Muñoz, Inma Rodríguez-Piñero

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, bioliquids* and biofuels as defined in Article 2, points (27), (28), (32) and (33) of Directive (EU) 2018/2001,

Or. en

Amendment 417
Roberts Zile, Tomasz Piotr Poręba, Kosma Zlotowski, Angel Dzhambazki

Proposal for a regulation

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 418

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Elsi Katainen, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

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

Text proposed by the Commission

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

Amendment

– biomass fuels, **(advanced)** biofuels, **and biogas** as defined in Article 2, points (27), **(28)**, **(33)** and **(34)** of Directive (EU) 2018/2001,

Or. en

Justification

In order to efficiently and sustainably reduce the emissions in the heavy-duty transport sector, the full potential of wide range of alternative fuels must be included in the legislation.

Amendment 419

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

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

Text proposed by the Commission

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

Amendment

– biomass fuels and biofuels **such as bio-hydrogen, bio-ammonia, bio-methanol, bio-methane, bio-LNG, bio-CNG, bio-LPG or RCF**,

Amendment 420
Henna Virkkunen

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – point b – indent 1

Text proposed by the Commission

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

Amendment

– biomass fuels, **biogas and advanced** biofuels as defined in Article 2, points (27), **(28), (33)** and **(34)** of Directive (EU) 2018/2001,

Or. en

Justification

A clear reference to advanced biofuels and biogas from Article 2 (28) and (34) of the Renewable Energy Directive 2018/2001/EU is needed.

Amendment 421
Roman Haider, Georg Mayer, Marco Campomenosi, Paolo Borchia, Massimo Casanova

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – point b – indent 1

Text proposed by the Commission

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

Amendment

– biomass fuels and biofuels as **bio-hydrogen, bio-ammonia, bio-methanol, bio-methane, bio-LNG;**

Or. en

Amendment 422
Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – point b – indent 2

Text proposed by the Commission

– synthetic and paraffinic fuels, including **ammonia**, produced from renewable energy,

Amendment

– synthetic and paraffinic fuels, including ***e-hydrogen, e-ammonia, e-methanol, e-methane, e-LNG, rDME or RFNBO***, produced from renewable energy,

Or. en

Amendment 423

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

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

Text proposed by the Commission

– synthetic and paraffinic fuels, including ammonia, ***produced from renewable energy***,

Amendment

– synthetic and paraffinic fuels, including ammonia,

Or. en

Amendment 424

Jan-Christoph Oetjen, Søren Gade, Elsi Katainen, Ondřej Kovařík

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(b a) - biomethane, biopropane, bioLPG, renewable Dimethyl Ether

Or. en

Justification

The full potential of a wide range of alternative fuels must be included in the toolbox to efficiently reduce transport emissions while maintaining both user choice and competition for development and innovation between power trains.

Amendment 425

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 2 – paragraph 1 – point 3 – point c

Text proposed by the Commission

Amendment

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

– *natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),*

– *liquefied petroleum gas (LPG),*

– *synthetic and paraffinic fuels produced from non-renewable energy;*

Or. en

Amendment 426

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

Article 2 – paragraph 1 – point 3 – point c

Text proposed by the Commission

Amendment

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

– *natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),*

– *liquefied petroleum gas (LPG),*

– *synthetic and paraffinic fuels produced from non-renewable energy;*

Or. en

Justification

The newly proposed sub-categorization of "alternative fossil fuels" would undermine flexibility e.g. via blending across sub-categories. It is therefore suggested to maintain the single list from the previous regulation (Only sub-header c) should be deleted, all indents to remain in the text.)

Amendment 427

Carlo Fidanza, Pietro Fiocchi

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’ progressively blended with renewable fuels”* for a transitional phase:

Or. en

Amendment 428

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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’ *progressively blended with renewable fuels*:

Or. en

Amendment 429

Carlo Fidanza, Pietro Fiocchi

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) *delete*

Or. en

Justification

The proposed sub-categorisation of alternative fuels would cause problems in case of blending for example renewable fuels (such as bioLPG, renewable Dimethyl Ether or bioLNG) with the conventional forms of alternative fuels (such as LPG and LNG), and subsequent delivery to the fuel supplier for the transport sector.

Amendment 430

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Izaskun Bilbao Barandica, Elsi Katainen, Søren Gade, José Ramón Bauzá Díaz

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 fuels’:

Or. en

Justification

CNG, LNG, LPG have a continuing role to play in the future energy mix of heavy-duty transport.

Amendment 431

Henna Virkkunen

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) ‘transitional **alternative fuels**’

Or. en

Justification

The amendment better reflects the physical reality that fuels are a blend of fossil and renewables, where the fossil part is progressively phased out by the integration of a higher share of renewables.

Amendment 432

Roberts Zile, Tomasz Piotr Poręba, Kosma Zlotowski, Angel Dzhambazki

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) ‘transitional *alternative fuels*’:

Or. en

Amendment 433

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

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

Text proposed by the Commission

Amendment

– natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),

– natural gas, *including biomethane*, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)), *with a minimum percentage of bio-CNG and bio-NLG from 2026 onward*;

Or. en

Amendment 434

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(c a) - *RFNBO*

Or. en

Justification

The full potential of a wide range of alternative fuels must be included in the toolbox to efficiently reduce transport emissions while maintaining both user choice and competition for

development and innovation between power trains.

Amendment 435

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(c b) - recycled carbon fuels

Or. en

Justification

The full potential of a wide range of alternative fuels must be included in the toolbox to efficiently reduce transport emissions while maintaining both user choice and competition for development and innovation between power trains.

Amendment 436

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(3 a) 'alternative fuels infrastructure' means any infrastructure that allows for the refuelling or charging of different vehicle types or transport modes with alternative fuels that can significantly contribute towards decarbonisation and enhance the environmental performance of the transport sector, and excludes alternative fuels that can be distributed, stored and used with the existing infrastructure, including with minor adaptations or with infrastructure of the same kind

Or. en

Amendment 437
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 2 – paragraph 1 – point 4

Text proposed by the Commission

(4) ‘airport *of the TEN-T core and TEN-T comprehensive network*’ means *an* airport as *listed and categorised in Annex II to Regulation (EU) No 1315/2013*;

Amendment

(4) ‘airport’ means *any civil or military* airport as *defined in Article 2(1) of Directive 2009/12/EC of the European Parliament and of the Council*;

Or. en

Amendment 438
Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation
Article 2 – paragraph 1 – point 8 a (new)

Text proposed by the Commission

Amendment

(8 a) "Swappable battery" is a technology allowing super-fast charging for L-category vehicles, and consisting of swapping a discharged electric battery with one that is already charged.

Or. en

Amendment 439
Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation
Article 2 – paragraph 1 – point 8 b (new)

Text proposed by the Commission

Amendment

(8 b) "swapping systems" means infrastructure for swapping L-category vehicles batteries.

Or. en

Amendment 440

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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

Or. en

Amendment 441

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 2 – paragraph 1 – point 17

Text proposed by the Commission

Amendment

(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**;

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

Or. en

Amendment 442

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 vehicles battery

while the vehicle is in motion;

Or. en

Amendment 443

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 2 – paragraph 1 – point 18 a (new)

Text proposed by the Commission

Amendment

(18 a) 'car sharing' means the practice where a number of people share the use of one or more cars that are owned by a non-profit car-sharing organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometres driven, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable;

Or. en

Amendment 444

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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 point (18) of Article 2 of Regulation (EU) 2018/1999.

Or. en

Amendment 445

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 2 – paragraph 1 – point 20

Text proposed by the Commission

(20) ‘end user’ means a physical or legal person purchasing ***an alternative fuel*** for direct use in a vehicle;

Amendment

(20) ‘end user’ means a physical or legal person purchasing ***a recharging service or a refuelling service*** for direct use in a vehicle;

Or. en

Amendment 446

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 2 – paragraph 1 – point 29 a (new)

Text proposed by the Commission

Amendment

(29 a) "L-category vehicle" means a motor vehicle as defined in Annex 1 of Regulation (EU) 168/2013.

Or. en

Justification

Technical definition which include all type-approved (road legal) powered two wheelers, from moped to motorcycle, including 3 wheeled vehicles (tricycles) and 4 wheeled vehicles (light and heavy quadricycle).

Amendment 447

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 2 – paragraph 1 – point 33

Text proposed by the Commission

Amendment

(33) ‘operator of a recharging point’ means the entity responsible for the management and operation of a recharging point, which provides a recharging service to ***end users, including in the name and***

(33) ‘operator of a recharging point’ means the entity responsible for the management and operation of a recharging point ***publicly accessible or not***, which provides a recharging service to mobility

on behalf of a mobility service provider;

service providers, which provide charging services to end users. Operators of a charging point are considered end-customers and are therefore not suppliers within the meaning of the Electricity Directive (EU) 2019/944;

Or. en

Amendment 448

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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 or digital debit or credit card and comprises payment cards embedded in a smartphone application;

Or. en

Justification

Definition in Commission proposal is missing. Therefore, (legal) clarification is needed.

Amendment 449

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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(3) of Directive (EU) 2015/2366;

Or. en

Justification

Reference to Payment Services Directive for (legal) clarification.

Amendment 450

Caroline Nagtegaal, Izaskun Bilbao Barandica, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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;

Or. en

Justification

Pre-conditioned air systems (PCA) provide the external supply of conditioned air to cool, ventilate or heat inside stationary aircraft and are significantly more quiet, reduce kerosene consumption and related CO2 and PM emissions. Without PCA, the kerosene-powered auxiliary power units (APUs) of an aircraft need to be turned on, leading to unnecessary pollution and noise emissions at airports.

Amendment 451

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 2 – paragraph 1 – point 38

Text proposed by the Commission

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, ***irrespective of whether*** the alternative fuels infrastructure is located on public or on private property, ***whether limitations or conditions apply in terms of***

(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, ***with unlimited and unconditional access to*** the alternative fuels infrastructure, ***irrespective of whether it is***

access to the site or premise and irrespective of the applicable use conditions of the alternative fuels infrastructure;

located on public or on private property;

Or. en

Amendment 452

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

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 ***without prior registration or membership***, 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;

Or. en

Amendment 453

Massimiliano Salini, Lucia Vuolo, Jens Gieseke

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

Amendment

(38) ‘publicly accessible’ alternative fuels infrastructure, means an alternative fuels infrastructure - ***on-grid or off-grid*** - which is located at a site or premise that is open to the general public, irrespective of whether the alternative fuels infrastructure

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;

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;

Or. en

Amendment 454

Carlo Fidanza, Pietro Fiocchi

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 - ***on-grid or off-grid*** - 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;

Or. en

Amendment 455

Giuseppe Ferrandino

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

Amendment

(38) ‘publicly accessible’ alternative fuels infrastructure, means an alternative fuels infrastructure– ***on-grid or off-grid*** - which is located at a site or premise that is open to the general public, irrespective of whether the alternative fuels infrastructure

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;

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;

Or. en

Amendment 456

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 2 – paragraph 1 – point 38 a (new)

Text proposed by the Commission

Amendment

(38 a) ‘publicly accessible recharging infrastructure’ means a recharging pool, station or point which is located at a site or premise that is open to the general public at least 8 hours per day and at least 6 days a week with an uptime of at least 98%, irrespective of whether the recharging infrastructure is located on public or on private property.

Or. en

Amendment 457

Pablo Arias Echeverría, Jens Gieseke

Proposal for a regulation

Article 2 – paragraph 1 – point 41

Text proposed by the Commission

Amendment

(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 excludes devices with a power output less

(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 excludes devices with a power output less

than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles.

than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles. ***It includes wireless or inductive units without any connector.***

Or. en

Amendment 458

Massimiliano Salini, Lucia Vuolo, Jens Gieseke

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 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

(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 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.

Or. en

Amendment 459

Carlo Fidanza, Pietro Fiocchi

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 excludes devices with a power output less than or equal to 3,7 kW the primary

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 time, and excludes devices with a power output less than or equal to 3,7 kW the

purpose of which is not recharging electric vehicles.

primary purpose of which is not recharging electric vehicles.

Or. en

Amendment 460
Giuseppe Ferrandino

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 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

(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 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;

Or. en

Amendment 461
Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation
Article 2 – paragraph 1 – point 41 a (new)

Text proposed by the Commission

Amendment

(41 a) ‘off-grid recharging point’ means a charging point based on the temporal decoupling between the provision of the charging service for an electric vehicle and the withdrawal of the electricity from the grid;

Or. en

Amendment 462
Giuseppe Ferrandino

Proposal for a regulation
Article 2 – paragraph 1 – point 41 a (new)

Text proposed by the Commission

Amendment

(41 a) ‘off-grid recharging point’ means a charging point based on the temporal decoupling between the provision of the charging service for an electric vehicle and the withdrawal of the electricity from the grid;

Or. en

Amendment 463
Massimiliano Salini, Lucia Vuolo, Jens Gieseke

Proposal for a regulation
Article 2 – paragraph 1 – point 41 a (new)

Text proposed by the Commission

Amendment

(41 a) ‘off-grid recharging point’ means a charging point based on the temporal decoupling between the provision of the charging service for an electric vehicle and the withdrawal of the electricity from the grid;

Or. en

Amendment 464
Caroline Nagtegaal, Izaskun Bilbao Barandica, Elsi Katainen, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation
Article 2 – paragraph 1 – point 43 a (new)

Text proposed by the Commission

Amendment

(43 a) ‘recharging point or pool dedicated to light and heavy-duty vehicles’ means an individual charging point or a

charging pool designed and intended for recharging both light and heavy-duty vehicles, either due to the specific design of the plugs or to the design of the parking space adjacent to the individual charging point or charging pool;

Or. en

Justification

Light- and heavy-duty vehicles are able to utilise the same charging infrastructure if this has been taken into account when designing the maximum power output as well as other technical solutions. Building such simultaneous electric charging infrastructure for both light and heavy-duty vehicles can reduce costs, notably in sparsely populated areas.

Amendment 465

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

Proposal for a regulation

Article 2 – paragraph 1 – point 44

Text proposed by the Commission

(44) ‘recharging pool’ means one or more recharging stations at a specific location;

Amendment

(44) ‘recharging pool’ means one or more recharging stations ***operated by the same charging point operator*** at a specific location;

Or. en

Justification

Alignment with the STF definition for clarity, necessary precondition for setting regulatory requirements at recharging pool level in order to not make any CPO responsible for the actions of another.

Amendment 466

Giuseppe Ferrandino

Proposal for a regulation

Article 2 – paragraph 1 – point 45

Text proposed by the Commission

(45) ‘recharging station’ means ***a single***

Amendment

(45) ‘recharging station’ means more

physical installation at a specific location, consisting of one or more recharging points;

recharging points;

Or. en

Amendment 467

Massimiliano Salini, Lucia Vuolo, Jens Gieseke

Proposal for a regulation

Article 2 – paragraph 1 – point 45

Text proposed by the Commission

Amendment

(45) ‘recharging station’ means ***a single physical installation at a specific location, consisting of one or more recharging points;***

(45) ‘recharging station’ means more recharging points;

Or. en

Amendment 468

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 2 – paragraph 1 – point 45

Text proposed by the Commission

Amendment

(45) ‘recharging station’ means ***a single physical installation at a specific location, consisting of one or more recharging points;***

(45) ‘recharging station’ means more recharging points;

Or. en

Amendment 469

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 2 – paragraph 1 – point 46

Text proposed by the Commission

Amendment

(46) ‘recharging service’ means the *sale or* provision of electricity, *including related* services, through a *publicly accessible* recharging point;

(46) ‘recharging service’ means *a service consisting of multiple elements including* the provision of electricity, *and* services, through a recharging point;

Or. en

Amendment 470

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 2 – paragraph 1 – point 47

Text proposed by the Commission

(47) ‘recharging session’ means the full process of recharging a vehicle *at a* publicly accessible recharging point from the moment the vehicle is connected to the moment the vehicle is disconnected;

Amendment

(47) ‘recharging session’ means the full process of recharging a vehicle *both at a publicly accessible as well as at a not* publicly accessible recharging point from the moment the vehicle is connected to the moment the vehicle is disconnected;

Or. en

Amendment 471

Carlo Fidanza, Pietro Fiocchi

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;

Or. en

Amendment 472

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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 vessel* at a time;

Or. en

Amendment 473
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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;

Or. en

Amendment 474
Andris Ameriks

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

Text proposed by the Commission

Amendment

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

(57) ‘ship at berth’ means *a ship which is securely moored at the terminal in a port falling under the jurisdiction of a Member State, where it is carrying out its main loading and unloading operations, including the time spent when not engaged in cargo operations; in case of cruise vessels, hoteling is included;*

Amendment 475

Isabel García Muñoz, Inma Rodríguez-Piñero

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 a berth in a port falling under the jurisdiction of a Member State while it is loading and unloading, including the time spent when not engaged in cargo operations; in case of cruise vessels, hoteling is included**;

Or. en

Amendment 476

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 ship **a ship which is securely moored along a quay in a port falling under the jurisdiction of a Member State while it is loading, unloading or hoteling, including the time spent when not engaged in cargo operations**;

Or. en

Amendment 477

Carlo Fidanza, Pietro Fiocchi

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 ***a provision of a service consisting of multiple elements including*** the provision of shore-side electrical power through a standardised interface to seagoing ships or inland waterway vessels at berth;

Or. en

Amendment 478
Kathleen Van Brempt, Vera Tax, Marianne Vind

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 interface to seagoing ships or inland waterway vessels at berth; ***through a fixed, floating, or mobile installation.***

Or. en

Amendment 479
Andris Ameriks

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 ***at berth***’ means the provision of shore-side electrical power through a standardised interface to seagoing ships or inland waterway vessels at berth; ***through a fixed, floating, or mobile installation.***

Amendment 480

Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Elsi Katainen, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz, Pierre Karleskind

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 interface to seagoing ships or inland waterway vessels at berth ***through fixed, floating or mobile installations;***

Or. en

Amendment 481

Jens Gieseke, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Pablo Arias Echeverría, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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;

Or. en

Amendment 482

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation

Article 2 – paragraph 1 – point 59

Text proposed by the Commission

(59) ‘smart recharging’ means a recharging operation in which the intensity of electricity delivered to the battery is adjusted in real-time, based on information received through electronic communication;

Amendment

(59) ‘smart recharging’ means a recharging operation in which the intensity of electricity delivered to the battery is adjusted in real-time, based on information received through electronic communication; ***smart recharging can be realised at normal and fast charging speeds through response to dynamic price signals or optimisation of power flow;***

Or. en

Amendment 483

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 2 – paragraph 1 – point 59

Text proposed by the Commission

(59) ‘smart recharging’ means a recharging operation in which the intensity of electricity delivered to the battery is adjusted in real-time, based on information received through ***electronic*** communication;

Amendment

(59) ‘smart recharging’ means a recharging operation in which the intensity of electricity delivered to the battery is adjusted in real-time, based on information received through ***a standardised*** communication ***protocol;***

Or. en

Amendment 484

Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Izaskun Bilbao Barandica, Elsi Katainen, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

Article 2 – paragraph 1 – point 59 a (new)

Text proposed by the Commission

Amendment

(59 a) ‘solar-electric vehicle’ means a motor vehicle equipped with a powertrain

containing at least one non-peripheral electric machine as energy converter with an electric rechargeable energy storage system, which can be recharged externally and is equipped with vehicle-integrated photovoltaic (VIPV) panels;

Or. en

Justification

Energy efficient vehicles, such as cars with integrated solar panels, need to be charged less frequently, while having a higher charging speed on low power chargers. This would relieve some of the existing pressure on the electricity grid by reducing the power demand from EVs.

Amendment 485

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 2 – paragraph 1 – point 66 a (new)

Text proposed by the Commission

Amendment

(66 a) 'logistic centre' means a space in a defined area within which all activities relating to transport, logistics and the distribution of goods - both for national and international transit, are carried out by various operators on a commercial basis: the operators can either be owners or tenants of buildings and facilities(warehouses, distribution centres, storage areas, offices, truck services, etc.);

Or. en

Amendment 486

Carlo Fidanza, Pietro Fiocchi

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' as per Article 3 point (n) of Regulation (EU) No 1315/2013.

Or. en

Justification

The definition should clarify multimodal hubs and include all transport modes in its scope.

Amendment 487

Elena Kountoura

Proposal for a regulation

Article 2 – paragraph 1 – point 66 a (new)

Text proposed by the Commission

Amendment

(66 a) 'logistic hub' is a space in a defined area within which all activities relating to transport, logistics and the distribution of goods - both for national and international transport and transit, are carried out by various operators on a commercial basis

Or. en

Amendment 488

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 2 – paragraph 1 – point 66 b (new)

Text proposed by the Commission

Amendment

(66 b) 'electrically power assisted cycle' (EPAC) means bicycles which have a maximum continuous rated power of 0,25 kW, of which the output is progressively reduced and finally cut off as the EPAC reaches a speed of 25 km/h, or sooner, if

the cyclist stops pedalling, as regulated through CEN/TC 333;

Or. en

Amendment 489

Elena Kountoura

Proposal for a regulation

Article 2 – paragraph 1 – point 66 b (new)

Text proposed by the Commission

Amendment

(66 b) ‘coach parking area’ means an area reserved for parking coaches.

Or. en

Amendment 490

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 2 – paragraph 1 – point 66 c (new)

Text proposed by the Commission

Amendment

(66 c) ‘L-category vehicles’ means powered two-, three- and four-wheel vehicles 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, as regulated through regulation (EU) No 168/2013.

Or. en

Amendment 491

Elena Kountoura

Proposal for a regulation

Article 2 – paragraph 1 – point 66 c (new)

Text proposed by the Commission

Amendment

(66 c) ‘coach terminal’ means a terminal that serves coach passengers.

Or. en

Amendment 492

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

Article 2 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

‘coach terminal’ means a terminal that serves coach passengers.

Or. en

Amendment 493

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

Article 2 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

‘coach parking area’ means an area reserved for parking coaches.

Or. en

Amendment 494

Isabel García Muñoz, Inma Rodríguez-Piñero

Proposal for a regulation

Article 3 – paragraph 1 – indent 1

Text proposed by the Commission

Amendment

– publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of

– publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of

light-duty electric vehicles;

light-duty electric vehicles, *including passenger cars and light commercial vehicles*;

Or. en

Amendment 495

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

Proposal for a regulation

Article 3 – paragraph 1 – indent 1

Text proposed by the Commission

– publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles;

Amendment

– publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles *including passenger cars and light commercial vehicles*;

Or. en

Amendment 496

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 3 – paragraph 1 – indent 1

Text proposed by the Commission

– publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles;

Amendment

– publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles *including passenger cars and light commercial vehicles*;

Or. en

Justification

Urban logistics is becoming increasingly important in connection with the rise of e-commerce business. Electrified transport is decisive in this field and is fundamentally dependent on the availability of a precisely tailored charging infrastructure. The category N2 (for larger-

volume transport between category N1 and the truck segment) also has a particular part to play, given the special demands relating to the amount of cargo space. The AFIR is treating light commercial and passenger vehicles in the same way. Along the TEN-T network and at other fast charging locations, there should be beside the minimum installed power also requirements on minimum one charger that is tailored to allow a N2 van with trailer to be charged in respect to the cargo space. As vans are too high to drive in car parks, same should apply to charging hubs, especially in urban areas.

Amendment 497

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

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

Text proposed by the Commission

Amendment

- ***at least one recharging station at recharging pool in urban areas and along TEN-T core and TEN-T comprehensive network is dedicated to light commercial vehicles with a trailer, taking into account their special demands relating to the amount of cargo space used by such vehicles;***

Or. en

Amendment 498

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

Proposal for a regulation

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

Text proposed by the Commission

Amendment

- ***at least one recharging station at recharging pool in urban areas and along TEN-T core and TEN-T comprehensive network is dedicated to light commercial vehicles with a trailer, taking into account their special demands relating to the amount of cargo space used by such vehicles;***

Or. en

Amendment 499

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

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

Text proposed by the Commission

Amendment

- ***the deployment of the recharging infrastructure supports multimodal travelling;***

Or. en

Justification

This regulation should contribute to the development of sustainable commuting and multimodal travelling, by setting up chargers near public transport stations.

Amendment 500

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 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 territorially balanced manner*** that provide sufficient power output for those vehicles.

Or. en

Amendment 501

Maria Grapini

Proposal for a regulation

Article 3 – paragraph 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 that provide sufficient power output for *all existing* vehicles.

Or. ro

Amendment 502
Carlo Fidanza, Pietro Fiocchi

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

Text proposed by the Commission

Amendment

- *no region or territory is left behind and that regional disparities in the deployment of the infrastructure for alternative fuels are well-addressed in the formulation and implementation of national policy frameworks, through fixed, off-grid or mobile charging point.*

Or. en

Amendment 503
Giuseppe Ferrandino

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

Text proposed by the Commission

Amendment

- *– no region or territory is left behind and that regional disparities in the deployment of the infrastructure for alternative fuels are well-addressed in the formulation and implementation of national policy frameworks, through fixed, off-grid or mobile charging point.*

Or. en

Amendment 504
Massimiliano Salini, Lucia Vuolo, Jens Gieseke

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

Text proposed by the Commission

Amendment

- ***no region or territory is left behind and that regional disparities in the deployment of the infrastructure for alternative fuels are well-addressed in the formulation and implementation of national policy frameworks, through fixed, off-grid or mobile charging point.***

Or. en

Amendment 505
Elena Kountoura

Proposal for a regulation
Article 3 – paragraph 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 in residential areas where vehicles typically park for extended periods of time.***

Or. en

Amendment 506
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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

Text proposed by the Commission

Amendment

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

charging.

Or. en

Amendment 507

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 1 – indent 2 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 508

Carlo Fidanza, Pietro Fiocchi, Roberts Zīle

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 1 – introductory part

Text proposed by the Commission

Amendment

To that end Member States shall ensure that, at the end of each year, starting *from* the year *referred to in Article 24*, the following power output targets are met cumulatively:

To that end Member States shall ensure that, at the end of each year, starting *eighteen months after 1 January of the year following that of the entry into force of this Regulation*, the following power output targets are met cumulatively:

Or. en

Justification

It is impracticable to expect all operators to meet such an onerous obligation immediately after the entry into force of the Regulation.

Amendment 509

Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Izaskun Bilbao Barandica, Jan-

Christoph Oetjen

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 1 – 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 **deleted**

Or. en

Justification

Deleted - new proposal as a replacement.

Amendment 510

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 1 – 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 *or plug-in hybrid* light-duty vehicle registered in their territory, a total power output of at least 3 kW is provided through publicly accessible recharging stations *if a Member State's electric vehicles share of the total projected vehicle fleet is less than 1 %*; and

Or. en

Amendment 511

Andor Deli

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 1 – 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 **0,85** kW is provided through publicly accessible recharging stations; and

Or. en

Justification

Considering vehicle sales trends and national GDP levels, the suggested 1 kW per battery electric vehicle target is higher than what would be necessary in lower income countries.

Amendment 512

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 1 – point a

Text proposed by the Commission

(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

Amendment

(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; and

Or. en

Amendment 513

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(a a) for each battery electric or plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 2.5 kW is provided through publicly accessible recharging stations if a Member State's electric and plug-in

hybrid vehicles share of the total projected vehicle fleet for each year is greater than 1% and below 2.5%; and

Or. en

Amendment 514

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(a b) for each battery electric or 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 a Member State's electric and plug-in hybrid vehicles share of the total projected vehicle fleet for each year is greater than 2.5% and below 5%; and

Or. en

Amendment 515

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(a c) for each battery electric or plug-in hybrid 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 a Member State's electric and plug-in hybrid vehicles share of the total projected vehicle fleet for each year is greater than 5% and below 7.5%; and

Amendment 516

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(a d) for each battery electric or 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 a Member State's electric and plug-in hybrid vehicles share of the total projected vehicle for each year fleet is greater than 7.5%.

Or. en

Amendment 517

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(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. *deleted*

Or. en

Amendment 518

Andor Deli

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(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. *deleted*

Or. en

Justification

Plug-in hybrid LDVs are typically not charged at public recharging points but at private facilities, therefore, minimum charging capacity should not be defined for these types of vehicles.

Amendment 519

Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Izaskun Bilbao Barandica, Jan-Christoph Oetjen

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(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. *deleted*

Or. en

Justification

Deleted - new proposal as a replacement.

Amendment 520

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 1 – 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.

Or. en

Amendment 521

Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Søren Gade, Jan-Christoph Oetjen

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(a) In Member States where the share of battery electric light-duty vehicles is:

(i) less than 1% of the total light-duty vehicle fleet a total power output of at least 3 kW shall be provided through publicly accessible recharging stations;

(ii) between 1% and 2.5% of the total light-duty vehicle fleet a total power output of at least 2.5 kW shall be provided through publicly accessible recharging stations;

(iii) between 2.5% and 5% of the total light-duty vehicle fleet a total power output of at least 2 kW shall be provided through publicly accessible recharging stations;

(iv) between 5% and 7.5% of the total light-duty vehicle fleet a total power output of at least 1.5 kW shall be provided through publicly accessible recharging stations.

(b) In Member States where the share of plug-in hybrid light-duty vehicles is:

(i) less than 1% of the total light-duty vehicle fleet a total power output of at least 2 kW shall be provided through

publicly accessible recharging stations;

(ii) between 1% and 2.5% of the total light-duty vehicle fleet a total power output of at least 1.65 kW shall be provided through publicly accessible recharging stations;

(iii) between 2.5% and 5% of the total light-duty vehicle fleet a total power output of at least 1.33 kW shall be provided through publicly accessible recharging stations;

(iv) between 5% and 7.5% of the total light-duty vehicle fleet a total power output of at least 1 kW shall be provided through publicly accessible recharging stations.

Or. en

Justification

Charging infrastructure targets should be based on the share of the total EV fleet. These targets should be set higher at first to effectively stimulate deployment of the essential infrastructure network and EV uptake in the early stage of the market. As the EV market share grows, the targets should be progressively lowered and ultimately phased out. The market takes it up from there.

Amendment 522

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

- 2% of electric vehicles in the total projected vehicle fleet by 31 December 2025;

- 5% of electric vehicles in the total projected vehicle fleet by 31 December

2027;

- 10% of electric vehicles in the total projected vehicle fleet by 31 December 2030.

Or. en

Amendment 523
Ismail Ertug

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

Text proposed by the Commission

Amendment

Member States shall ensure that by 31 December 2025, commercial buildings with public parking facilities with more than 10 parking spaces for light duty vehicles shall equip at least 15 % of their parking spaces with publicly accessible recharging points.

Or. en

Amendment 524
Roberts Zile, Carlo Fidanza, Tomasz Piotr Poręba, Kosma Złotowski, Angel Dzhambazki

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

Text proposed by the Commission

Amendment

1 a. By way of derogation from point (a) and (b) of paragraph 1, Member States may not meet the cumulative power output targets set out in point (a) and (b) of paragraph 1 after the share of fully electric light duty vehicles exceeds 20% of the entire light duty fleet in that particular Member State. Member States shall notify the use of this derogation to the Commission.

Justification

A cap on the fleet-based target should be introduced when a certain share of the total electric vehicle fleet is reached. There should be enough market-driven incentives to develop cost-effective and convenient public recharging infrastructure, when the market has reached a certain level of maturity and size.

Amendment 525**Elena Kountoura****Proposal for a regulation****Article 3 – paragraph 1 a (new)***Text proposed by the Commission**Amendment*

1 a. In accordance with Article 13 of this Regulation Member States shall provide incentive and deployment plans for recharging infrastructure in buildings, as defined in Article 2 point (1) of Directive 2010/31/EU of the European Parliament and of the Council, with parking facilities.

Or. en

Amendment 526**Elena Kountoura****Proposal for a regulation****Article 3 – paragraph 1 b (new)***Text proposed by the Commission**Amendment*

1 b. By 31 December 2025, commercial buildings with parking facilities with more than 10 parking spaces for light duty vehicles shall equip at least 15% of their parking spaces with publicly accessible recharging points and ensure that these points are equipped with a household power plug that allows for easy charging of electrically power assisted cycles.

Amendment 527

Cláudia Monteiro de Aguiar

Proposal for a regulation**Article 3 – paragraph 2 – introductory part***Text proposed by the Commission*

2. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to light-duty vehicles on the road network in their territory. To that end, Member States shall ensure that:

Amendment

2. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to light-duty vehicles on the road network in their territory, ***where there is demand and taking into consideration the traffic density and the costs.*** To that end, Member States shall ensure that:

Or. en

Amendment 528

Henna Virkkunen

Proposal for a regulation**Article 3 – paragraph 2 – point a – introductory part***Text proposed by the Commission*

(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:

Amendment

(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; ***and heavy duty road transport vehicles and meeting the following requirements are deployed in each direction of travel; with a maximum distance of 100 km in-between them; if the publicly accessible recharging pools are accessible from each direction, the requirements for each directions are not required for efficient allocation of resources and services.***

Amendment 529

Elena Kountoura

Proposal for a regulation

Article 3 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(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:

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 *if the geographic landscape allows*:

Or. en

Amendment 530

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(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:

Amendment

(a) along *or in the immediate vicinity of* 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:

Or. en

Amendment 531

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 3 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(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:

Amendment

(a) along the TEN-T core **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:

Or. en

Amendment 532

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Nicola Danti, Izaskun Bilbao Barandica, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

Article 3 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(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:

Amendment

(a) along the TEN-T core **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:

Or. en

Amendment 533

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 3 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(a) along the TEN-T core network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are

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:

deployed in each direction of travel with a maximum distance of **100** km in-between them:

Or. en

Amendment 534
Andrey Novakov

Proposal for a regulation
Article 3 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(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:

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 **100** km in-between them:

Or. en

Amendment 535
Andor Deli

Proposal for a regulation
Article 3 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(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:

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 **100** km in-between them:

Or. en

Amendment 536
Andor Deli

Proposal for a regulation

Article 3 – paragraph 2 – 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 **300 kW and include at least one recharging station with an individual power output of at least** 150 kW;

Amendment

(i) by 31 December 2025, each recharging pool shall offer a power output of at least 150 kW;

Or. en

Justification

Significant network development would be required, which electricity suppliers will not be able to provide for such a dense charging network. The network development and system usage fees of the charger operators would be disproportionately high.

Amendment 537

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 2 – 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 **300 kW and include at least one** recharging **station** with an individual power output of at least **150 kW**;

Amendment

(i) by 31 December 2025, 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 **300 kW**;

Or. en

Amendment 538

Maria Grapini

Proposal for a regulation

Article 3 – paragraph 2 – point a – point i

Text proposed by the Commission

(i) by 31 December **2025**, each

Amendment

(i) by 31 December **2026**, 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;

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;

Or. ro

Amendment 539

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 **1200** kW and include at least two recharging stations with an individual power output of at least **300** kW;

Or. en

Amendment 540

Andor Deli

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 **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;

Or. en

Amendment 541

Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Izaskun Bilbao Barandica, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation
Article 3 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(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: *deleted*

(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.

Or. en

Justification

Deletion - comprehensive network targets aligned with core network targets in AM 32.

Amendment 542

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 3 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(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: *deleted*

(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.

Or. en

Amendment 543
Elsi Katainen

Proposal for a regulation
Article 3 – paragraph 2 – point b – introductory part

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:

Amendment

(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to light-duty **road transport** vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them: **and heavy-duty road transport vehicles and meeting the following requirements are deployed in each direction of travel; with a maximum distance of 100 km in-between them:**

Or. en

Justification

The recharging infrastructure for heavy-duty vehicles should be built in a reasonable and cost-efficient way, to avoid stranded investments, especially in the more sparsely populated areas with low traffic density. The proposed increased maximum distance in the TEN-T comprehensive network would allow the Member States to take into account the different geographical realities but would not prohibit the establishment of a denser recharging network where there is demand for it.

Amendment 544
Cláudia Monteiro de Aguiar

Proposal for a regulation
Article 3 – paragraph 2 – point b – introductory part

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:

Amendment

(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed, ***where there is demand and taking into consideration the traffic density and the costs***, in each direction of travel with a maximum distance of 60 km in-between them:

Or. en

Amendment 545
João Pimenta Lopes

Proposal for a regulation
Article 3.º – paragraph 2 – point b – introductory part

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:

Amendment

(b) ***within*** the TEN-T comprehensive network ***and national, regional and local transport infrastructures, public*** recharging pools dedicated to light-duty vehicles and meeting the following requirements are ***systematically deployed*** with a maximum ***accessibility*** distance of 60 km in-between them:

Or. pt

Amendment 546
Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation
Article 3 – paragraph 2 – point b – introductory part

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:

Amendment

(b) along ***or in the immediate vicinity of*** 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:

Or. en

Amendment 547

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 3 – paragraph 2 – point b – introductory part

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:

Amendment

(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 **100** km in-between them:

Or. en

Amendment 548

Andrey Novakov

Proposal for a regulation

Article 3 – paragraph 2 – point b – introductory part

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

Amendment

(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 **100** km in-between

them:

them:

Or. en

Amendment 549

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 3 – paragraph 2 – point b – point i

Text proposed by the Commission

Amendment

(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;

deleted

Or. en

Amendment 550

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 2 – point b – point i

Text proposed by the Commission

Amendment

(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;

(i) by 31 December 2030, 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;

Or. en

Amendment 551

Andor Deli

Proposal for a regulation

Article 3 – paragraph 2 – 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 300 kW and include at least one recharging station with an individual power output of at least 150 kW;

Amendment

(i) by 31 December **2035**, 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;

Or. en

Amendment 552

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 3 – paragraph 2 – 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 600 kW and include at least two recharging stations with an individual power output of at least 150 kW.**

Amendment

deleted

Or. en

Amendment 553

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 2 – 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 **600** kW and include at least two recharging stations with an individual power output of at least **150** kW.

Amendment

(ii) by 31 December 2035, each recharging pool shall offer a power output of at least **1200** kW and include at least two recharging stations with an individual power output of at least **300** kW.

Amendment 554

Andor Deli

Proposal for a regulation

Article 3 – paragraph 2 – 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 600 kW and include at least two recharging stations with an individual power output of at least 150 kW.

Amendment

(ii) by 31 December **2040**, 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.

Or. en

Amendment 555

Henna Virkkunen

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(b a) On roads with a traffic density that is less than 2000 heavy-duty vehicles per day, and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may extend the required distances regarding the heavy-duty road transport vehicles in paragraph 2 of this Article, so that the total distances in-between charging pools on average meet the distance requirements;

Or. en

Amendment 556

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(b a) according to clusters, publicly accessible recharging pools dedicated to light-duty vehicles meeting the requirements of 2 (a) are deployed:

i) within a radius of 5 km in urban areas;

ii) at an existing road within a radius of 60 km in sparsely populated areas.

Member States may count the recharging pools of paragraphs 3a, b and c of this article towards the cluster target.

Or. en

Amendment 557
Dominique Riquet

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

Text proposed by the Commission

Amendment

By 31 December 2025, commercial buildings with public parking facilities that have more than 10 parking spaces for light duty vehicles shall ensure that at least 25% of their parking spaces are equipped with publicly accessible recharging points with an individual power output of at least 22 kW.

Or. fr

Amendment 558
Henna Virkkunen

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

Text proposed by the Commission

Amendment

(b b) If the publicly accessible recharging infrastructure for heavy-duty

road transport vehicles does not develop market-based on roads with traffic density that is less than (800) heavy-duty vehicles per day, Member States may exempt from the requirements set in paragraph 2 of this Article;

Or. en

Amendment 559

Roberts Zile, Carlo Fidanza, Tomasz Piotr Poręba, Kosma Złotowski, Angel Dzhambazki

Proposal for a regulation

Article 3 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. *By way of derogation from point (a) and (b) of paragraph 2, along TEN-T core and comprehensive network roads with a total annual average daily traffic density of less than 10.000 light duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit terms, a single publicly accessible recharging station which is easily accessible from both travel directions, shall be considered to meet the requirements for both directions, as set out in points (a) and (b) of paragraph 2 in terms of total power output of the pool and number of stations as required for one travel direction.*

Additionally, by way of derogation from point (a) and (b) of paragraph 2, along TEN-T core and comprehensive network roads with a total annual average daily traffic density of less than 7500 light duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may extend the maximum distance between charging stations up to 100 km.

Member States shall notify the use of this derogation(s) to the Commission.

Justification

It is important to identify and clearly specify “low traffic density road sections” where more flexible requirements and approach is needed, because of limited justification from a socio-economic and cost-benefit perspective.

Amendment 560**Elsi Katainen****Proposal for a regulation****Article 3 – paragraph 2 a (new)***Text proposed by the Commission**Amendment*

2 a. Where a recharging station is serving both directions of travel, on roads with low traffic density and where the infrastructure cannot be justified in socio-economic cost-benefit terms, it shall be considered to meet the requirements of this article for both directions, provided that the total installed capacity and number of chargers are as required for one direction of travel.

Or. en

Justification

In areas with low traffic density, recharging infrastructure should be built in a way that ensures reasonable and cost-efficient investments, allowing Member States to take into account differing geographical realities between them and acknowledging that one size does not fit all Member States.

Amendment 561

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Massimiliano Salini, Markus Pieper, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation**Article 3 – paragraph 2 a (new)***Text proposed by the Commission**Amendment*

2 a. The minimum distance

requirement laid down in paragraph 2 - points (a) and (b) shall not apply to sections with a traffic density of less than [] vehicles per week.

For such sections, Member States shall ensure an adequate distance in accordance with the sections traffic demands.

Or. en

Amendment 562

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. In case of rapid market uptake in any relevant reporting period, Member States should shorten the deadlines under points (a) and (b) accordingly and increase the targets for recharging pools accordingly.

Or. en

Amendment 563

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 3

Text proposed by the Commission

Amendment

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.

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

network.

Or. en

Amendment 564

Carlo Fidanza, Pietro Fiocchi

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.

Or. en

Justification

Since a Member State cannot be responsible for the implementation of this Regulation in neighbouring countries, it should be only obliged to take necessary measures within its own power to act.

Amendment 565

Caroline Nagtegaal, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Elsi Katainen, Søren Gade

Proposal for a regulation

Article 3 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Whenever, due to the insular or sparsely populated^{1a} nature of an area in a Member State, it is necessary and proportionate to install a charging pool that is serving both light and heavy-duty vehicles, the charging pool and related charging points shall be regarded as publicly accessible recharging infrastructure for both light duty and heavy duty road vehicles, provided that

the total power output and type of chargers are as required for both light and heavy-duty vehicles. The Member State concerned has to substantially justify this, based on socio-economic cost-benefit terms, and report back to the Commission.

^{1a} As defined in the guidelines on regional State aid for 2014-2020 (2013/C 209/01): NUTS 2 regions with fewer than 8 inhabitants per km² and NUTS 3 regions with fewer than 12.5 inhabitants per km².

Or. en

Justification

In insular and sparsely populated areas, recharging infrastructure should be built in a way that ensures reasonable and cost-efficient investments and Member States should be allowed to take into account differing geographical realities. Light- and heavy-duty vehicles are able to utilise the same charging infrastructure if this has been taken into account when designing the maximum power output as well as other technical solutions. Building such dual-use electric charging infrastructure for both light and heavy-duty vehicles can reduce costs and raises the chance for a successful business case, notably in insular and sparsely populated areas. Therefore, counting the deployment of this type of infrastructure for both targets (LDV + HDV) seems reasonable. However, this shouldn't affect the overall goal of the Regulation. Therefore, strict limits and justification obligations are needed.

Amendment 566

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation

Article 3 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Member States shall ensure that commercial buildings with public parking facilities with more than 5 parking spaces for light duty vehicles, shall equip at least 20% of their parking spaces with publicly accessible recharging points by 31 December 2025 and at least 40% of their parking spaces with publicly accessible recharging points by 31 December 2030

and ensure that all publicly accessible charging points are equipped with a household power socket that allows for easy charging of electrically power assisted cycles as well as various L-category vehicles such as powered electric cycles and e-mopeds.

Or. en

Amendment 567
Dominique Riquet

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

Text proposed by the Commission

Amendment

3a. *Where the Commission finds that the corrective measures referred to in Article 16(2) do not enable a Member State to achieve the targets referred to in paragraph 2 of this article, in particular owing to a persistent absence or insufficiency of private investment, those targets shall be reassessed by the Commission in consultation with the Member State concerned.*

Or. fr

Amendment 568
Henna Virkkunen

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

Text proposed by the Commission

Amendment

3 a. *Where a recharging pool is serving both light and heavy-duty vehicles, the recharging pool and the recharging stations within shall be regarded as publicly accessible recharging infrastructure for both light duty and heavy duty road vehicles, provided that*

the total installed capacity and type of chargers areas required for both light and heavy-duty vehicles.

Or. en

Justification

A comprehensive infrastructure for the charging and distribution of alternative fuels is the general principle. This being said, there is a need for the possibility for reasonable flexibility that takes into account the realities within Member States such as sparsely populated Finland. The conditions would be re-evaluated regularly as part of the national policy framework and be linked with the development of demand.

Amendment 569

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Paragraph 1 and 2 shall not apply to the outermost regions and islands, if the costs are disproportionate to the benefits, including environmental benefits. In such a case, Member States shall reasonably explain their decision and shall make available that information on their national policy frameworks.

Or. en

Amendment 570

Elena Kountoura

Proposal for a regulation

Article 3 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Member States shall ensure that all publicly accessible recharging pools along the TEN-T comprehensive network

that allow cycle traffic, are equipped with a household power plug that allows for charging of electrically power cycles;

Or. en

Amendment 571

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation

Article 3 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. Member States shall provide deployment plans for infrastructure in buildings as defined in Article 2(1) of Directive 2010/31/EU aiming for a total output of at least 6 kW for each battery electric or plug-in light-duty vehicle registered in their territory, in accordance with Article 13 of this Regulation;

Or. en

Amendment 572

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Nicola Danti, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

Article 3 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. The Commission should review, if necessary, the targets set in this regulation for electric recharging infrastructure dedicated to light-duty vehicles to align them with the requirements set in the Regulation on the CO₂ emission standards for light-duty vehicles.^{1a}

Amendment 573

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. Member States shall ensure that targets in densely populated areas and regions with high uptake in registered light-duty electricity vehicles are increased accordingly in order to provide the necessary infrastructure and support the market development.

Amendment 574

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation

Article 3 – paragraph 3 c (new)

Text proposed by the Commission

Amendment

3 c. Member States shall ensure that all publicly accessible recharging pools along the TEN-T comprehensive network that allow cycle traffic, are equipped with a household power socket that allows for easy charging of electrically power assisted cycles as well as various L-category vehicles such as powered electric cycles and e-mopeds.

Amendment 575

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 3 – paragraph 3 c (new)

Text proposed by the Commission

Amendment

3 c. The Commission should take the necessary measures to ensure the cooperation with third-countries, especially candidates for membership in the EU and those third countries, in which transit corridors connecting Member States, are situated.

Or. en

Amendment 576

Anna Deparnay-Grunenberg, Karima Delli
on behalf of the Verts/ALE Group

Proposal for a regulation

Article 3 – paragraph 3 d (new)

Text proposed by the Commission

Amendment

3 d. Complementary to the provision laid down in Article 13 (4), Member States can count the deployment of recharging pools intended primarily for the electric recharging for car sharing, towards the targets as set out in Paragraph 1, 2, and 3 of this Article.

Or. en

Amendment 577

Andor Deli

Proposal for a regulation

Article 4 – paragraph 1

1. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to heavy-duty vehicles in their territory. To that end, Member States shall ensure that: *deleted*

(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-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 2025, 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;

(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;

(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 100 km in-between them:

(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;

(ii) by 1 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;

(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;

(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;

(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.

Or. en

Justification

In the long run, it seems particularly risky to create a stand-alone HDV electric charging network, as due to technological peculiarities, in this automotive segment hydrogen powered vehicles are expected to play a greater role than electric vehicles.

Amendment 578

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 4 – paragraph 1 – point a – introductory part

Text proposed by the Commission

(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-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

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

Or. en

Amendment 579

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 4 – paragraph 1 – point a – introductory part

Text proposed by the Commission

Amendment

(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-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, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of **100** km in-between them:

Or. en

Amendment 580

Andrey Novakov

Proposal for a regulation

Article 4 – paragraph 1 – point a – introductory part

Text proposed by the Commission

Amendment

(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-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, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of **100** km in-between them:

Or. en

Amendment 581

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 4 – paragraph 1 – point a – point i

Text proposed by the Commission

Amendment

(i) by 31 December 2025, each

(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 power output of at least 350 kW;

recharging pool shall offer a power output of at least **2800** kW and include at least **two** recharging **stations** with an individual power output of at least 350 kW;

Or. en

Amendment 582

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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 power output of at least 350 kW;

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 **stations** with an individual power output of at least 350 kW;

Or. en

Amendment 583

Maria Grapini

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 power output of at least 350 kW;

Amendment

(i) by 31 December **2026**, 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;

Or. ro

Amendment 584

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Nicola Danti, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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

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 output of at least **800** kW;

Or. en

Justification

Commission underestimated potential of electrification HDVs by about 4-5 times comparing the AFIR Impact Assessment and announcements of truck manufacturers. Therefore, in order to prepare for the growth in electric HDVs, recharging pools should at least deliver this amount of power output which is in line with the obligatory resting time of truck drivers of 45 mins (Regulation (EC) No 561/2006, as amended by Regulation (EU) 2020/1054).

Amendment 585

Carlo Fidanza, Pietro Fiocchi, Roberts Zīle

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 power output of at least 350 kW;

Amendment

(i) by 31 December **2028**, 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;

Or. en

Amendment 586

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar

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

Amendment

(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;

of at least 1400 kW and include at least one recharging station with an individual power output of at least 350 kW;

Or. en

Amendment 587

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Nicola Danti, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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 **1200** kW;

Or. en

Justification

Targets should gradually increase towards 2030.

Amendment 588

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 350 kW;

Or. en

Amendment 589

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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 **2027**, 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 350 kW;

Or. en

Amendment 590

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar

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 **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;

Or. en

Amendment 591

Carlo Fidanza, Pietro Fiocchi, Roberts Zile

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 **2033**, 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 592

Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 4 – paragraph 1 – point b – introductory part

Text proposed by the Commission

(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 100 km in-between them:

Amendment

(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed, ***where there is demand and taking into consideration the traffic density and the costs***, in each direction of travel with a maximum distance of 100 km in-between them:

Or. en

Amendment 593

João Pimenta Lopes

Proposal for a regulation

Article 4.º – paragraph 1 – point b – introductory part

Text proposed by the Commission

(b) ***along*** the TEN-T comprehensive network, ***publicly accessible*** recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are ***deployed in each direction of travel*** with a maximum distance of 100 km in-between them:

Amendment

(b) ***within*** the TEN-T comprehensive network ***and national, regional and local transport infrastructures, public*** recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are ***systematically deployed*** with a maximum ***accessibility*** distance of 100 km in-between them:

Or. pt

Amendment 594

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber,

Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 4 – paragraph 1 – point b – introductory part

Text proposed by the Commission

(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 100 km in-between them:

Amendment

(b) along ***or in the immediate vicinity of*** the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 100 km in-between them:

Or. en

Amendment 595

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 1400 kW and include at least ***two*** recharging ***stations*** with an individual power output of at least 350 kW;

Or. en

Amendment 596

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Nicola Danti, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

Article 4 – paragraph 1 – point b – point i

Text proposed by the Commission

(i) by 31 December 2030, each

Amendment

(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;

recharging pool shall offer a power output of at least **2000** kW and include at least **two** recharging station with an individual power output of at least **800** kW;

Or. en

Amendment 597

Carlo Fidanza, Pietro Fiocchi, Roberts Zīle

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 **2033**, 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;

Or. en

Amendment 598

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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 **2027**, each recharging pool shall offer a power output of at least **2000** kW and include at least **two** recharging station with an individual power output of at least 350 kW;

Or. en

Amendment 599

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Nicola Danti, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

Article 4 – paragraph 1 – point b – point ii

Text proposed by the Commission

(ii) by 1 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 1 December 2035, 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 **1200** kW;

Or. en

Amendment 600

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 4 – paragraph 1 – point b – point ii

Text proposed by the Commission

(ii) by 1 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 1 December **2033**, 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 350 kW;

Or. en

Amendment 601

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 4 – paragraph 1 – point b – point ii

Text proposed by the Commission

(ii) by 1 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 1 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 **700** kW;

Amendment 602

Carlo Fidanza, Pietro Fiocchi, Roberts Zile

Proposal for a regulation

Article 4 – paragraph 1 – point b – point ii

Text proposed by the Commission

(ii) by 1 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 1 December **2038**, 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;

Or. en

Amendment 603

Henna Virkkunen

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(b a) On roads with a traffic density that is less than 2000 heavy-duty vehicles per day, and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may extend the required distances regarding the heavy-duty road transport vehicles in paragraph 2 of this Article, so that the total distances in-between charging pools on average meet the distance requirements;

Or. en

Justification

TEN-T comprehensive network includes also lengthy highways in sparsely populated areas where the demand for ultra-fast power outputs is at times non existent. The binding requirements should first and foremost cover areas where people and goods move. The initial investment costs as well as the operational and maintenance costs should all be considered. There is a risk that even with financial support by Member States, the costs are still too high

and investment too risky for the private sector engagement.

Amendment 604
Henna Virkkunen

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

Text proposed by the Commission

Amendment

(b b) *If the publicly accessible recharging infrastructure for heavy-duty road transport vehicles does not develop market-based on roads with traffic density less than 800 heavy-duty vehicles per day, Member States may exempt from the requirements set in paragraph 2 of this Article.*

Or. en

Justification

TEN-T comprehensive network includes also lengthy highways in sparsely populated areas where the demand for ultra-fast power outputs is at times non existent. The binding requirements should first and foremost cover areas where people and goods move. The initial investment costs, as well as the operational and maintenance costs should all be considered. There is a risk that even with financial support by Member States, the costs are still too high and investment too risky for the private sector engagement.

Amendment 605

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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

Text proposed by the Commission

Amendment

(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;

(c) by 31 December **2027**, in each safe and secure parking area **situated on the TEN-T core network**, at least **two** recharging station dedicated to heavy-duty vehicles with a power output of at least 100 kW **are** installed;

Amendment 606

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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 **2025**, in each safe and secure parking area at **two** recharging **stations** dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed **and enabled for bi-directional charging**;

Or. en

Amendment 607

Carlo Fidanza, Pietro Fiocchi, Roberts Zile

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 **2033**, 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;

Or. en

Amendment 608

Isabel García Muñoz, Inma Rodríguez-Piñero, César Luena

Proposal for a regulation

Article 4 – paragraph 1 – point c

Text proposed by the Commission

(c) by 31 December 2030, in each safe

Amendment

(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;

and secure parking area at least one recharging station dedicated to heavy-duty vehicles with a power output of at least **150** kW is installed;

Or. en

Amendment 609

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Nicola Danti, Izaskun Bilbao Barandica, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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 station dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed;

Or. en

Amendment 610

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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, situated on the TEN-T comprehensive network, at least one recharging station dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed;

Or. en

Amendment 611

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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 five recharging stations dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed and enabled for bi-directional charging.

Or. en

Amendment 612
Elena Kountoura

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

Text proposed by the Commission

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 600 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW;

(d) by 31 December 2025, **on urban nodes in general, in freight terminals, logistics hubs for truck and coach, parking areas and terminals**, 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;

Or. en

Amendment 613
Isabel García Muñoz, Inma Rodríguez-Piñero

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

Text proposed by the Commission

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 600 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW;

(d) by 31 December 2025, in urban *nodes where services for heavy-duty vehicles are offered*, 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;

Or. en

Amendment 614

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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 **1400** kW are deployed, provided by recharging stations with an individual power output of at least **350** kW;

Or. en

Amendment 615

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Nicola Danti, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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 **1400** kW are deployed, provided by recharging stations with an individual power output of at least **350** kW;

Amendment 616

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 **1200** kW are deployed, provided by recharging stations with an individual power output of at least **300** kW;

Or. en

Amendment 617

Carlo Fidanza, Pietro Fiocchi, Roberts Zīle

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 **2028**, 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;

Or. en

Amendment 618

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar

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 **2030**, 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;

Or. en

Amendment 619

Maria Grapini

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 **2026**, 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;

Or. ro

Amendment 620

Isabel García Muñoz, Inma Rodríguez-Piñero

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

Amendment

(e) by 31 December 2030, in urban **nodes where services for heavy-duty vehicles are offered**, publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 1200 kW are deployed,

power output of at least 150 kW.

provided by recharging stations with an individual power output of at least 150 kW.

Or. en

Amendment 621

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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 **2027**, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least **3500** kW are deployed, provided by recharging stations with an individual power output of at least **350** kW.

Or. en

Amendment 622

Carlo Fidanza, Pietro Fiocchi, Roberts Zile

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 **2033**, 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.

Or. en

Amendment 623

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Nicola Danti, Jan-Christoph

Oetjen, José Ramón Bauzá Díaz

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 **3500** kW are deployed, provided by recharging stations with an individual power output of at least **350** kW.

Or. en

Amendment 624

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 **2400** kW are deployed, provided by recharging stations with an individual power output of at least **300** kW.

Or. en

Amendment 625

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(e a) By 31 December 2025, in each logistic centre, at least 20% of the loading stations, publicly accessible recharging points dedicated to heavy-duty vehicles providing an individual power output of at least 350 kW are deployed, and at least 40% of the loading stations by 31 December 2030.

Or. en

Amendment 626

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(e a) Member States shall ensure that the grid connection and the grid capacity necessary is provided.

Or. en

Amendment 627

Roberts Zīle, Carlo Fidanza, Tomasz Piotr Poręba, Kosma Złotowski, Angel Dzhambazki

Proposal for a regulation

Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. By way of derogation from point (a), (b) and (c) of paragraph 1, along TEN-T core and comprehensive network roads with a total annual average daily traffic density of less than 2000 heavy duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit terms, a single publicly accessible recharging station, which is easily accessible from both travel

directions, shall be considered to meet the requirements for both directions, as set out in points (a), (b) and (c) of paragraph 1 in terms of total power output of the pool and number of stations as required for one travel direction.

Additionally, by way of derogation from point (a) and (b) of paragraph 1, along TEN-T core and comprehensive network roads with a total annual average daily traffic density of less than 2000 heavy duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may extend the maximum distance between charging stations up to 100 km.

Member States shall notify the use of this derogation(s) to the Commission.

Or. en

Justification

It is important to identify and clearly specify “low traffic density road sections” where more flexible requirements and approach is needed, because of limited justification from a socio-economic and cost-benefit perspective.

Amendment 628

Elsi Katainen

Proposal for a regulation

Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Where a recharging station is serving both directions of travel, on roads with low traffic density and where the infrastructure cannot be justified in socio-economic cost-benefit terms, it shall be considered to meet the requirements of this article for both directions, provided that the total installed capacity and number of chargers are as required for one direction of travel.

Or. en

Justification

In areas with low traffic density, recharging infrastructure should be built in a way that ensures reasonable and cost-efficient investments, allowing Member States to take into account differing geographical realities between them and acknowledging that one size does not fit all Member States.

Amendment 629

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. The Commission shall adopt by means of a delegated act in accordance with Article 20 concerning the increase of the individual power output referred to in this Article to at least 800 kW, as soon as the common technical specifications are supplemented accordingly in Annex II.

Or. en

Amendment 630

Elsi Katainen

Proposal for a regulation

Article 4 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1 b. On roads with low traffic density and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may extend the required distances regarding heavy-duty road transport vehicles in paragraph 1 of this Article, so that the total distances in-between charging pools on average meet the distance requirements.

Or. en

Justification

In areas with low traffic density the mandated targets for recharging infrastructure would be above demand level, leading not only to great initial investment costs, but also to considerable operational and maintenance costs for low returns. In addition to the financial risk this poses to the Member States for building infrastructure in areas where demand is low, the risks of investments endangers the success of the overall objectives of the proposal.

Amendment 631

Caroline Nagtegaal, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Elsi Katainen, Søren Gade

Proposal for a regulation

Article 4 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Whenever, due to the insular or sparsely populated^{1a} nature of an area in a Member State, it is necessary and proportionate to install a charging pool that is serving both light and heavy-duty vehicles, the charging pool and related charging points shall be regarded as publicly accessible recharging infrastructure for both light duty and heavy duty road vehicles, provided that the total power output and type of chargers are as required for both light and heavy-duty vehicles. The Member State concerned has to substantially justify this, based on socio-economic cost-benefit terms, and report back to the Commission.

^{1a} As defined in the guidelines on regional State aid for 2014-2020 (2013/C 209/01): NUTS 2 regions with fewer than 8 inhabitants per km² and NUTS 3 regions with fewer than 12.5 inhabitants per km².

Or. en

Justification

In insular and sparsely populated areas, recharging infrastructure should be built in a way that ensures reasonable and cost-efficient investments and Member States should be allowed

to take into account differing geographical realities. Light- and heavy-duty vehicles are able to utilise the same charging infrastructure if this has been taken into account when designing the maximum power output as well as other technical solutions. Building such dual-use electric charging infrastructure for both light and heavy-duty vehicles can reduce costs and raises the chance for a successful business case, notably in insular and sparsely populated areas. Therefore, counting the deployment of this type of infrastructure for both targets (LDV + HDV) seems reasonable. However, this shouldn't affect the overall goal of the Regulation. Therefore, strict limits and justification obligations are needed.

Amendment 632
Dominique Riquet

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

Text proposed by the Commission

Amendment

2a. Where the Commission finds that the corrective measures referred to in Article 16(2) do not enable a Member State to achieve the targets referred to in paragraph 1 of this article, in particular owing to a persistent absence or insufficiency of private investment, those targets shall be reassessed by the Commission in consultation with the Member State concerned

Or. fr

Amendment 633
Anna Deparnay-Grunenberg, Karima Delli
on behalf of the Verts/ALE Group

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

Text proposed by the Commission

Amendment

2 a. Complementary to the provision laid down in Article 13 (4), Member States can count the deployment of recharging pools intended primarily for the electric recharging of vehicles used for the carriage of passengers, including buses and coaches, towards the targets as set out

in Paragraph 1 of this Article.

Or. en

Amendment 634

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 4 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Paragraph 1 shall not apply to the outermost regions and islands, if the costs are disproportionate to the benefits, including environmental benefits. In such a case, Member States shall reasonably explain their decision and shall make available that information on their national policy frameworks.

Or. en

Amendment 635

Isabel García Muñoz, Inma Rodríguez-Piñero, César Luena

Proposal for a regulation

Article 4 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Member States should, in coordination with the relevant stakeholders, carry out a study before 2025 in order to evaluate and plan the necessary reinforcements to the electricity grids that would supply power to the TEN-T network in line with the evolution of the heavy-duty vehicle market.

Or. en

Amendment 636
Elissavet Vozemberg-Vrionidi

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

Text proposed by the Commission

Amendment

2 a. By 31 December 2025, the Commission shall evaluate the development of the market related to heavy duty vehicles. Based on this evaluation, the Commission shall make a proposal to amend the relevant provisions concerning the dates of this Article by assessing the appropriateness.

Or. en

Amendment 637
Brice Hortefeux

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

Text proposed by the Commission

Amendment

2 a. For long-distance heavy road transport, provide for a rendez-vous clause in 2027 in order to take stock of the technologies available and to adapt the infrastructure accordingly.

Or. en

Justification

In contrast to light vehicles, for which there is a widely shared vision of the evolution of the sector, the development of the different technologies for zero-emission heavy duty vehicles remains uncertain.

Amendment 638
Carlo Fidanza, Pietro Fiocchi

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

Text proposed by the Commission

Amendment

2 a. Member States shall ensure a minimum coverage of publicly accessible and secure recharging points dedicated to L-category vehicles in their territory.

Or. en

Justification

Looking at the very low level of deployment of charging points for L-category vehicles despite the implementation of the Alternative Fuel Infrastructure Directive for almost 10 years, clear targets should be introduced. The issue of security should also be addressed to limit the theft of vehicles while charging.

Amendment 639

Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

Article 4 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. The Commission should review, if necessary, the targets set in this Regulation for electric recharging infrastructure dedicated to heavy-duty vehicles to align them with the requirements set in Regulation EU2019/1242 on the CO2 emission standards for heavy-duty vehicles.

Or. en

Amendment 640

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 4 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. The Commission should take the necessary measures to ensure the cooperation with third countries, especially candidates for membership in the EU and those third countries, in which transit corridors connecting Member States are situated.

Or. en

Amendment 641

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 4 – paragraph 2 c (new)

Text proposed by the Commission

Amendment

2 c. The Commission should review, if necessary, the targets set in this regulation for electric recharging infrastructure dedicated to heavy-duty vehicles to align them with the new requirements set in the updated regulation EU 2019/1242 on the CO2 emission standards for heavy-duty vehicles.

Or. en

Amendment 642

Dominique Riquet, Caroline Nagtegaal

Proposal for a regulation

Article 4 a (new)

Text proposed by the Commission

Amendment

Article 4a

Targets for electric recharging infrastructure dedicated to battery trains

1. Member States shall ensure a minimum coverage of recharging points dedicated to battery trains in their territory. To that

end, Member States shall ensure that:

(a) along the TEN-T core network and comprehensive network, recharging pools dedicated to battery trains are deployed in each direction of travel for segments on which electrification is not planned before 2050;

(b) each urban node is equipped with recharging points dedicated to battery trains;

2. Neighbouring Member States shall ensure that cross-border sections of the TEN-T core network and the TEN-T comprehensive network are equipped as a matter of priority where electrification is not scheduled.

Or. fr

Amendment 643
Elsi Katainen

Proposal for a regulation
Article 4 a (new)

Text proposed by the Commission

Amendment

Article 4 a

Targets for electric recharging infrastructure dedicated to light and heavy-duty vehicles

Where a recharging pool is serving both light and heavy-duty vehicles, the recharging pool and the recharging stations within that shall be regarded as publicly accessible recharging infrastructure for both light-duty and heavy-duty vehicles, when the total installed capacity and type of chargers areas required for both light and heavy-duty vehicles.

Or. en

Justification

It is technically possible for light-duty and heavy-duty vehicles to use the same infrastructure when this has been taken into account in the design of the maximum power output as well as other technical solutions. Building such infrastructure to serve both light-duty and heavy-duty vehicles can reduce costs, and furthermore provide reasonable flexibility for Member States in areas with low traffic density where demand for such infrastructure is low.

Amendment 644 **João Pimenta Lopes**

Proposal for a regulation **Article 5.º – paragraph 1**

Text proposed by the Commission

1. ***Operators of publicly accessible recharging stations shall be free to purchase electricity from any Union electricity supplier, subject to the supplier's agreement.***

Amendment

1. ***Member States should conclude energy and transport cooperation agreements that guarantee the energy supply necessary for the operation of public charging stations, at controlled and fair prices to users;***

Or. pt

Amendment 645 **Markus Ferber**

Proposal for a regulation **Article 5 – paragraph 2 – introductory part**

Text proposed by the Commission

2. Operators of recharging points shall, at the publicly accessible recharging points operated by them, provide end users with the possibility to recharge their electric vehicle on an ad hoc basis using a payment instrument that is widely used in the Union. To that end:

Amendment

2. Operators of recharging points shall, at the publicly accessible recharging points operated by them, provide end users with the possibility to recharge their electric vehicle on an ad hoc basis using a payment instrument that is widely used in the Union. To that end, ***operators of recharging points shall, at publicly accessible recharging stations, 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:

Or. en

Justification

In order to ensure universal payment methods and ensure a facilitated consumer uptake, payment by card should be an option at every charging point, either via a payment card reader or via a device with a contactless functionality that is able to read payment by cards - irrespective of the power output.

Amendment 646

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Jan-Christoph Oetjen

Proposal for a regulation

Article 5 – paragraph 2 – introductory part

Text proposed by the Commission

2. Operators of recharging points shall, at the publicly accessible recharging points operated by them, provide end users with the possibility to recharge their electric vehicle on an ad hoc basis using a payment instrument ***that is widely used in the Union. To that end:***

Amendment

2. Operators of recharging points shall, at the publicly accessible recharging points operated by them, ***deployed from the date referred to in Article 24,*** provide end users with the possibility to recharge their electric vehicle on an ad hoc basis using a payment instrument ***which accepts electronic payments through terminals and devices used for payment services, at least via payment cards.***

Or. en

Justification

Payment cards are a widely used payment mode and it is therefore suggested as the default and harmonised payment method for alternative fuel infrastructure in order to safeguard accessibility in the whole Union and avoid fragmentation across borders. This obligation is limited to newly installed infrastructure in order to avoid tying scarce funds in refurbishing costs that are better invested in additional, new charging infrastructure.

Amendment 647

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Jan-Christoph Oetjen

Proposal for a regulation

Article 5 – paragraph 2 – point a

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:

deleted

(i) payment card readers;

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

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

Or. en

Justification

Deleted - new proposal as a replacement in AM 45

Amendment 648

Markus Ferber

Proposal for a regulation

Article 5 – paragraph 2 – 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:

(a) payment card readers;

Or. en

Amendment 649

Andor Deli

Proposal for a regulation

Article 5 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(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:

Amendment

(a) operators of recharging points shall accept electronic payments through terminals and devices used for payment services, including at least one of the following:

Or. en

Justification

Same payment options should be provided regardless of the power output.

Amendment 650

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 5 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(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:

Amendment

(a) operators of recharging points shall, at publicly accessible recharging stations deployed from the date referred to in Article 24, **ensure that publicly accessible recharging stations operated by them** accept electronic payments through terminals and devices used for payment services, including at least one of the following:

Or. en

Amendment 651

Elena Kountoura

Proposal for a regulation

Article 5 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(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:

Amendment

(a) operators of recharging points shall, at publicly accessible recharging stations, deployed from the date referred to in Article 24, accept electronic payments through terminals and devices used for payment services, including at least **payment card readers and if possible also, one or more** of the following:

Or. en

Amendment 652

Dominique Riquet, Caroline Nagtegaal

Proposal for a regulation

Article 5 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(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:

Amendment

(a) operators of recharging points shall, at publicly accessible recharging stations, 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:

Or. fr

Amendment 653

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

Proposal for a regulation

Article 5 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(a) operators of recharging points shall, at publicly accessible recharging stations

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:

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:

Or. en

Amendment 654

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 5 – paragraph 2 – 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*:

(a) operators of recharging points shall,
at publicly accessible recharging stations
deployed from the date referred to in
Article 24, accept electronic payments
through terminals and devices used for
payment services, including at least
payment card readers.

Or. en

Amendment 655

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 5 – paragraph 2 – 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

(a) operators of recharging points shall,
at publicly accessible recharging stations,
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:

the following:

Or. en

Amendment 656
Elena Kountoura

Proposal for a regulation
Article 5 – paragraph 2 – point a – point i

Text proposed by the Commission

Amendment

(i) *payment card readers;* deleted

Or. en

Amendment 657
Markus Ferber

Proposal for a regulation
Article 5 – paragraph 2 – point a – point i

Text proposed by the Commission

Amendment

(i) *payment card readers;* deleted

Or. en

Amendment 658
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 5 – paragraph 2 – point a – point i

Text proposed by the Commission

Amendment

(i) *payment card readers;* deleted

Or. en

Amendment 659

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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

Or. en

Amendment 660
Markus Ferber

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

Or. en

Amendment 661
**Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo
Borchia, Annalisa Tardino**

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

Or. en

Amendment 662

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Massimiliano Salini, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 5 – paragraph 2 – 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*

Or. en

Amendment 663

Markus Ferber

Proposal for a regulation

Article 5 – paragraph 2 – 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*

Or. en

Amendment 664

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 5 – paragraph 2 – 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 *deleted*

transaction;

Or. en

Amendment 665

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 5 – paragraph 2 – point a a (new)

Text proposed by the Commission

Amendment

(a a) From 1 January 2025 onwards, operators of recharging points shall ensure that all publicly accessible recharging stations located at premises that allow for cash payment for refuelling of conventional fuels, allow for cash payment for recharging in addition to those requirements in point (a).

Or. en

Amendment 666

Dominique Riquet

Proposal for a regulation

Article 5 – paragraph 2 – 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.

Or. fr

Amendment 667

Andor Deli

Proposal for a regulation

Article 5 – paragraph 2 – 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.

Or. en

Amendment 668

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 5 – paragraph 2 – 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 669

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation

Article 5 – paragraph 2 – 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.

Or. en

Amendment 670

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

Proposal for a regulation

Article 5 – paragraph 2 – 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.

Or. en

Amendment 671
Elena Kountoura

Proposal for a regulation
Article 5 – paragraph 2 – 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.

Or. en

Amendment 672
Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation
Article 5 – paragraph 2 – 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.

Or. en

Justification

Ensure openness to methods and technologies in respect to payment systems for ad hoc charging without limiting the use of widely supported digital means for charging points with power output equal to or above 50 kW and imposing retroactively payment system requirements on existing charging infrastructure. Ad hoc charging is an important aspect for the development of the e-mobility market ensuring that drivers can easily charge and pay at charging stations across Europe without enter in any contractual relationship with CPO or eMSP. However, the EU should not prescribe how to ensure such payment interoperability, but let the market decide instead. Payment methods are constantly changing and today solution could quickly become outdated. Openness to all methods and technologies in respect to payment systems will ultimately create a more competitive market leaving the best choice for consumers and support the deployment of new and innovative solution. Moreover, force mandatory payment systems for specific publicly accessible charging point, such bank card-based payment for charging stations with a power output equal to or more than 50 kW, will ultimately affect EV drivers leading to added costs despite cheaper solutions alike the use of other direct bank payment through widely supported digital means, smartphones, Quick Response code are already available.

Amendment 673

Markus Ferber

Proposal for a regulation

Article 5 – paragraph 2 – point b – introductory part

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:

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

Or. en

Amendment 674

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation
Article 5 – paragraph 2 – point b – point i

Text proposed by the Commission

Amendment

(i) payment card readers; *deleted*

Or. en

Amendment 675
Markus Ferber

Proposal for a regulation
Article 5 – paragraph 2 – point b – point i

Text proposed by the Commission

Amendment

(i) payment card readers; *deleted*

Or. en

Amendment 676
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 5 – paragraph 2 – point b – point i

Text proposed by the Commission

Amendment

(i) payment card readers; *deleted*

Or. en

Amendment 677
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 5 – paragraph 2 – point b – point ii

Text proposed by the Commission

Amendment

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

Or. en

Amendment 678

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Henna Virkkunen, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 5 – paragraph 2 – point b – point ii

Text proposed by the Commission

Amendment

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

Or. en

Amendment 679

Markus Ferber

Proposal for a regulation

Article 5 – paragraph 2 – point b – point ii

Text proposed by the Commission

Amendment

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

Or. en

Amendment 680

Elena Kountoura

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

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).

deleted

Or. en

Amendment 681

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

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).

deleted

Or. en

Amendment 682

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

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).

From 1 January **2025** onwards, operators of recharging points shall ensure that all publicly accessible recharging stations comply with the requirement in point (a).

Or. en

Amendment 683
Dominique Riquet, Caroline Nagtegaal

Proposal for a regulation
Article 5 – paragraph 2 – subparagraph 1

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 requirement in point 2.

Or. fr

Amendment 684
Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation
Article 5 – paragraph 2 – subparagraph 1

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 requirement **of this paragraph**.

Or. en

Amendment 685
Markus Ferber

Proposal for a regulation
Article 5 – paragraph 2 – subparagraph 1

Text proposed by the Commission

From 1 January 2027 onwards, operators of recharging points shall ensure that all

Amendment

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)**.

publicly accessible recharging stations operated by them comply with the requirement **set out in this paragraph**.

Or. en

Amendment 686

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 2

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.

Or. en

Amendment 687

Markus Ferber

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 2

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.

Or. en

Amendment 688

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Jan-Christoph Oetjen

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 2

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 **paragraph 2** shall not apply to publicly accessible recharging points that do not require payment for the recharging service.

Or. en

Amendment 689 Dominique Riquet

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

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 **point 2** shall not apply to publicly accessible recharging points that do not require payment for the recharging service.

Or. fr

Amendment 690 Anna Deparnay-Grunenberg on behalf of the Verts/ALE Group

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

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

Or. en

Amendment 691 Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo

**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. 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.

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 ***non mandatory*** contract-based ***or subscription*** 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.
Technical solutions to implement the above requirement shall not complicate the use of automatic authentication for users who do wish to make use of it.

Or. en

Justification

Payment methods available at charging stations vary greatly and are difficult to navigate. To circumvent this issue, car rental companies have been using aggregating cards, which allow consumers to have access to multiple networks of charging infrastructure. However, this is not a permanent fix. AFIR needs to strengthen language on the possibility for users to recharge their electric vehicle on an ad-hoc basis and with no need for subscriptions, in order to be sure that such payments are not more expensive and not requiring multiple and unnecessary services sign-up. This would not only make the operation easier for the final consumer, but also allow the car rental company to bill their customers accurately and in a timely manner, based on invoices produced on the spot. The wording for the addition made on amendment to Article 2 (40) is consistent with language used in the Digital Markets Act (DMA) and Digital Services Act (DSA).

Amendment 692

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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. 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.

Amendment

3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, may either recharge their vehicle on an ad hoc basis, as provided for in paragraph 2, or use another contract-based recharging solution offered at that recharging point. Operators of recharging points 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.

Or. en

Amendment 693

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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, 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*.

Or. en

Justification

The subscription model for EV charging is widely used and offers consumer benefits. A core part of this model is the ability of operators to offer consumers tailored rates and tariffs as part of a subscription. Therefore, it is necessary to clarify that operators can continue doing this.

Amendment 694

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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. Prices charged by operators of publicly accessible recharging points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory ***and be based only on the electricity received by the vehicle.*** 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, ***for instance when recharging points are operated by citizen or renewable energy communities,*** the level of prices may only be differentiated in a proportionate manner, according to an objective justification.

Or. en

Amendment 695

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia

Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

**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. 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.

Or. en

Amendment 696
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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

Text proposed by the Commission

Amendment

4 a. Member States shall empower national regulatory authorities to adopt measures ensuring that price gouging does not occur, based on inter alia, the distance to the next charger, the level of battery charge, the vehicle brand or participation in a contract-based payment system. National regulatory authorities shall monitor pricing and practices of vehicle producers and recharging point operators, consider appropriate measures to safeguard competition and consumer protection and shall also periodically

report to the Commission.

Or. en

Amendment 697

Elena Kountoura

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. ***To this end, operators shall ensure that recharging points operated by them are equipped with electrical energy meters allowing for accurate metering of electricity offtake.***

Or. en

Amendment 698

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 ***in price per kWh*** at all publicly accessible recharging stations operated by them so that these are known to end users before they initiate a recharging session.

Amendment 699

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

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 **make easily and** clearly display the ad hoc price and all its components at all publicly accessible recharging stations operated by them, **on a digital or remote display such as a mobile phone or in the vehicle itself,** so that these are known to end users before they initiate a recharging session. **The price per kWh** shall be clearly displayed.

Or. en

Justification

Pricing should be standardised and displayed in applicable currency per 1 kW/h. Consumers shall be able to easily compare prices and encourage providers to offer better rates. In order to allow this, the units of price per minute and price per session should not be displayed at poles, as these two variables may significantly differ based on the grid's power.

Amendment 700

Carlo Fidanza, Pietro Fiocchi

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

Amendment

5. Operators of recharging points shall clearly **make available** the ad hoc price and all its components at all publicly accessible recharging stations operated by them **through freely available, widely supported electronic means** so that these are known to end users before they initiate a recharging session. At least the following price components, if applicable, shall be

be clearly **displayed**:

clearly **made available**:

Or. en

Justification

Ensure all applicable ad hoc price information shall be made available to end users prior to the start of the recharging session through freely available, widely supported electronic means. In addition to payment methods, price visibility is a further crucial aspect to improve consumer acceptance, trust and provide for better consumer experience especially in ad hoc charging situation. Ad hoc charging price shall be clearly communicated to EV drivers leveraging on future proof solutions through widely supported digital means and smartphones. Such solution entails a number of advantages compared to physical display of the price (e.g. displays, stickers). For instance, it could be argued that it is more adapted to fast-changing dynamic recharging prices, required to incentivize smart and bidirectional charging and eventually it will lead to lower compliance costs compared to physical means at the recharging stations.

Amendment 701

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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 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. ***The price per kWh shall be clearly displayed.***

Or. en

Amendment 702

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 5 – paragraph 5 – indent 1

Text proposed by the Commission

Amendment

- *price per session,* *deleted*

Or. en

Amendment 703

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

Proposal for a regulation

Article 5 – paragraph 5 – indent 1

Text proposed by the Commission

Amendment

- *price per session,* *deleted*

Or. en

Amendment 704

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation

Article 5 – paragraph 5 – indent 1

Text proposed by the Commission

Amendment

- *price per session,* *deleted*

Or. en

Amendment 705

Elena Kountoura

Proposal for a regulation

Article 5 – paragraph 5 – indent 1

Text proposed by the Commission

Amendment

- *price per session,* *deleted*

Or. en

Amendment 706
Giuseppe Ferrandino

Proposal for a regulation
Article 5 – paragraph 5 – indent 1

Text proposed by the Commission

Amendment

– price per session,

– price per session, *or*

Or. en

Amendment 707

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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

Text proposed by the Commission

Amendment

– *price per minute,*

deleted

Or. en

Amendment 708
Elena Kountoura

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

Text proposed by the Commission

Amendment

– *price per minute,*

deleted

Or. en

Amendment 709

Roman Haider, Georg Mayer, Massimo Casanova, Annalisa Tardino, Paolo Borchia, Marco Campomenosi

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

Text proposed by the Commission

Amendment

- *price per minute,* *deleted*

Or. en

Amendment 710
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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

Text proposed by the Commission

Amendment

- *price per minute,* *deleted*

Or. en

Amendment 711
Giuseppe Ferrandino

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

Text proposed by the Commission

Amendment

- price per minute, – price per minute, *or*

Or. en

Amendment 712
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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

Text proposed by the Commission

Amendment

- *price per kWh.* *deleted*

Amendment 713

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 5 – paragraph 5 – indent 3

Text proposed by the Commission

Amendment

- *price per kWh.* *deleted*

Or. en

Amendment 714

Elena Kountoura

Proposal for a regulation

Article 5 – paragraph 5 – indent 3

Text proposed by the Commission

Amendment

- *price per kWh.* *deleted*

Or. en

Amendment 715

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

Proposal for a regulation

Article 5 – paragraph 5 – indent 3

Text proposed by the Commission

Amendment

- *price per kWh.* *deleted*

Or. en

Amendment 716

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation
Article 5 – paragraph 6

Text proposed by the Commission

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.

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 example for calibration services, efficiency losses or* cross-border e-roaming, shall be applied.

This information shall be made available to end users digitally including through on board computers and apps or on the recharging point, and to all stakeholders in accordance with the provisions laid down in Article 18 of this Regulation.

Or. en

Amendment 717

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation
Article 5 – paragraph 6

Text proposed by the Commission

6. Prices charged by mobility service providers to end users shall be reasonable,

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.

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 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 **and affordable**, transparent and non-discriminatory. No extra charges for cross-border e-roaming shall be applied.

Or. en

Amendment 718

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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 they receive from transmission system operators, electricity suppliers or via their own electricity production on the share of renewable electricity in the system and the associated greenhouse gas emissions in real time intervals of no more than one hour, with forecasting where available. The information should be provided on the base of their contract with an electricity provider where applicable.

Or. en

Amendment 719

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo

Borchia, Annalisa Tardino

**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 the date referred to in Article 24, operators of recharging points shall ensure that all ***new*** publicly accessible recharging points ***they establish*** are digitally-connected recharging points ***and include e-roaming functionality. For existing standard charging points, a transitional period for conversion is established until 2027.***

Or. en

Justification

Currently, the majority of available vehicles, the network infrastructure and the existing charging infrastructure do not yet fully support this technology, which is why the rules in Art20 should only apply to new charging stations and a transition period is necessary for the existing ones.

Amendment 720

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

**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 the date referred to in Article 24, operators of recharging points shall ensure that all ***newly built*** publicly accessible recharging points operated by them are digitally-connected recharging points ***and include e-roaming functionality. All existing recharging points have to fulfil this requirement by 31 December 2025.***

Or. en

Amendment 721

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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 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 **and their location and status are easily visible online**.

Or. en

Amendment 722

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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

Or. en

Justification

Existing chargers should be exempted from this mandate. These investments can be better invested in additional, new charging infrastructure.

Amendment 723

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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 **three years after** the date referred to in Article 24, operators of recharging points shall ensure that all publicly accessible recharging points operated by them are capable of smart recharging. **Complementary to the provision laid down in Article 14 (4), where vehicles are typically parked for a longer period publicly accessible recharging points shall be capable of bi-directional recharging.**

Or. en

Amendment 724

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

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 the date referred to in Article 24, operators of recharging points shall ensure that all **new** publicly accessible recharging points **they establish are digitally-connected recharging points. For existing standard charging points, a transitional period for conversion is established until 2027.**

Or. en

Amendment 725

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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 the date referred to in Article 24, operators of recharging points shall ensure that all **newly built** publicly accessible normal power recharging points operated by them are capable of smart recharging. ***All existing recharging points have to fulfil this requirement by 31 December 2025.***

Or. en

Amendment 726

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

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

Or. en

Justification

Existing chargers should be exempted from this mandate. These investments can be better invested in additional, new charging infrastructure.

Amendment 727

Giuseppe Ferrandino

Proposal for a regulation Article 5 – paragraph 8

Text proposed by the Commission

Amendment

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.

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

Or. en

Amendment 728

Kosma Złotowski, Tomasz Piotr Poręba, Roberts Zile

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 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

Or. en

Justification

The regulation does not sufficiently address cybersecurity issues, while charging electric vehicles and using them as a source of flexibility in the distribution network requires the transfer of large amounts of data.

Amendment 729

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 5 – paragraph 9

Text proposed by the Commission

Amendment

9. Member States shall take the necessary measures to ensure that appropriate signposting is deployed within

9. **From the date referred to in Article 24**, Member States shall take the necessary measures to ensure that

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.

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 in order to signal to motorists where such alternative fuels infrastructure is installed.***

Or. en

Amendment 730
Elena Kountoura

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

Text proposed by the Commission

Amendment

9 a. The Commission shall take necessary measures to ensure that a mandatory information system on the availability of recharging infrastructure as well as estimated waiting times is available in an easily understandable and precise manner to end users.

Or. en

Amendment 731
Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

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

Text proposed by the Commission

Amendment

9 a. Member States shall take necessary measures to ensure that a standardised information system on the availability of recharging points and estimated waiting times is available in an

easily understandable and precise manner to end users.

Or. en

Justification

The adoption of battery-electric vehicles will lead to a material change in recharging patterns due to longer recharging times. Combined with the limited driving and working hours of drivers, this increases the urgent need to have access to information on the availability of specific recharging points and expected waiting times. A standardised booking system that allows a driver to book electric recharging facilities in advance will be essential to ensure good continuity of commercial traffic.

Amendment 732
Brice Hortefeux

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

Text proposed by the Commission

Amendment

9 a. Member States shall take necessary measures to ensure that a mandatory information system on the availability of recharging points and estimated waiting times is available in an easily understandable and precise manner to end users.

Or. en

Justification

Alternative fuels infrastructure needs to be very reliable and properly maintained so that it can be used seamlessly by transport operators. The adoption of battery-electric vehicles will lead to a material change in recharging patterns due to longer recharging times. Combined with the limited driving and working hours of drivers, this increases the urgent need to have access to information on the availability of specific recharging points and expected waiting times.

Amendment 733
Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

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

Text proposed by the Commission

Amendment

9 b. Member States shall take necessary measures to ensure that a standardised reservation system is provided allowing end users to book electric recharging infrastructure in advance. Member States should ensure that their reservation systems are compatible and interoperable.

Or. en

Justification

A standardised booking system that allows a driver to book electric recharging facilities in advance is essential to ensure good continuity of commercial traffic.

Amendment 734

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 5 – paragraph 11 a (new)

Text proposed by the Commission

Amendment

11 a. Operators shall ensure that recharging points operated by them are in good working order throughout their commercial lifetime, and that requirements laid down in paragraphs 2 to 5 are always available to end users. Maintenance and repair operations shall be conducted as soon as a defect has been detected.

Operators shall make data on the operational status rate and maintenance operations of their recharging points available to all stakeholders and Member States, in accordance with the provision laid down in Article 18.

Or. en

Amendment 735

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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

Text proposed by the Commission

Amendment

11 b. Operators of publicly accessible recharging points shall fit all charging stations with an emergency call button allowing for immediate correspondence with emergency services, in particular with local police units.

Or. en

Amendment 736
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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

Text proposed by the Commission

Amendment

11 c. Member States shall take the necessary measures to ensure that the driving distance for the recharging pools referred to in Article 4 (a) and (b) is not more than 2 km from the TEN-T road network, calculated from the closest exit.

Or. en

Amendment 737
Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation
Article 5 a (new)

Text proposed by the Commission

Amendment

Article 5 a

Electric road systems

1. Member States may deploy electric road systems such as contactless inductive charging or overhead line technology and account these towards the achievement of the total power output targets for light commercial vehicles set out in Article 3 paragraph 1 - point (a) and (b) and the charging infrastructure targets for heavy commercial vehicles set out in Article 4 paragraph 1 -point (a) and (b).

2. Member States shall ensure that, in the case of the use of electric road systems, the overall objectives of stationary charging infrastructure set out in Article 3 and Article 4 of this Regulation are achieved to the same extent.

Or. en

Amendment 738
Elena Kountoura

Proposal for a regulation
Article 6

Text proposed by the Commission

Amendment

Article 6

deleted

Targets for hydrogen refuelling infrastructure of road vehicles

1. 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.

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.

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.

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.

3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.

Or. en

Amendment 739

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 6 – title

Text proposed by the Commission

6 Targets for hydrogen refuelling infrastructure of road vehicles

Amendment

6 Targets for hydrogen **and other sustainable renewable fuels** refuelling infrastructure of road vehicles

Or. en

Amendment 740

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 6 – paragraph 1 – introductory part

Text proposed by the Commission

1. 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

1. Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations ***and refuelling stations for other sustainable renewable fuels.***

Or. en

Amendment 741

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 6 – paragraph 1 – introductory part

Text proposed by the Commission

1. 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

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

Or. en

Amendment 742

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 6 – paragraph 1 – introductory part

Text proposed by the Commission

1. Member States shall ensure that, in their territory, a minimum number of

Amendment

1. 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.

publicly accessible hydrogen refuelling stations are put in place by 31 December 2027.

Or. en

Amendment 743
Henna Virkkunen

Proposal for a regulation
Article 6 – paragraph 1 – introductory part

Text proposed by the Commission

1. 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

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

Or. en

Amendment 744
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

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

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

deleted

Or. en

Amendment 745

Roberts Zile, Carlo Fidanza, Tomasz Piotr Poręba, Kosma Złotowski, Angel Dzhabazki

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1

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

To that end Member States shall ensure that by 31 December 2030 publicly accessible hydrogen refuelling stations along the TEN-T core network **are deployed with an average distance of 300 km in-between them, but not more than a** distance of 350 km in-between them.

Or. en

Justification

Minimum requirements for hydrogen infrastructure should be reasonable and directed solely on the TEN-T core network, as the level of development of the hydrogen technology and expected demand differ in various parts of the EU.

Amendment 746

Elissavet Vozemberg-Vrionidi

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1

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

Amendment

To that end Member States shall ensure that by 31 December 2035 publicly accessible hydrogen refuelling stations along the TEN-T core and the TEN-T comprehensive network **are deployed with an average** distance of 150 km in-between them, **but not more than a distance of 180**

comprehensive network. *Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of 450 km in-between them.*

km.

Or. en

Amendment 747

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1

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

To that end Member States shall ensure that by 31 December 2030 *along the TEN-T core and the TEN-T comprehensive network* publicly accessible hydrogen refuelling stations *and refueling stations for other sustainable renewable fuels are deployed with a maximum distance in-between them of 150 km for hydrogen and bio-LNG and of 50 km for bio-CNG*, with a minimum capacity of 2 t/day and equipped with at least a 700 bars dispenser *in the case of hydrogen*. Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of 450 km in-between them

Or. en

Amendment 748

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Elsi Katainen

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1

Text proposed by the Commission

To that end Member States shall ensure that by 31 December 2030 publicly accessible hydrogen refuelling stations

Amendment

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.*

with a minimum capacity of 2 t/day and equipped with at least a 700 bars dispenser are deployed with a maximum distance of **200** km in-between them along the TEN-T core network.

Or. en

Amendment 749

Andor Deli

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1

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

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 network.

Or. en

Justification

Defining a binding target for liquid hydrogen refuelling stations seems to early and inadequate given the uncertainty about the future use of this technology.

Amendment 750

Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1

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

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. ***The latter is justify where there is demand and taking into consideration the traffic density and the costs.*** Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of 450 km in-between them.

Or. en

Amendment 751
João Pimenta Lopes

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

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

To that end Member States shall ensure that by 31 December 2030 ***public*** 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, the TEN-T comprehensive network ***and national, regional and local transport infrastructures.*** Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of 450 km in-between them.

Or. pt

Amendment 752
Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1

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

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 **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 450 km in-between them.

Or. en

Justification

Hydrogen power trains offer long ranges, short refueling times, high energy density across varying climate conditions. They are therefore especially well suited for long distances and heavy loads. Their density along main routes should be increased so to ensure reliable access and availability.

Amendment 753

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1

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

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 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.

stations with a maximum distance of **350** km in-between them.

Or. en

Amendment 754

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 2

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

They shall ensure that by 31 December 2030, at least one publicly accessible **renewable** hydrogen refuelling station is deployed in multimodal hubs **in ports and airports** where also other transport modes could be supplied. **Member States shall publish a list of multimodal transport hubs suitable for the deployment of hydrogen refuelling stations by 31 December 2024.**

Or. en

Amendment 755

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 2

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

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. **The same conditions apply to refueling stations for other sustainable renewable fuels.**

Amendment 756

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

Proposal for a regulation**Article 6 – paragraph 1 – subparagraph 2***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

They shall ensure that by 31 December 2030, **the** hydrogen refuelling **infrastructure** is deployed in each urban node **with capacity proportionate to the fleet of vehicles using alternative fuels**. 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 757

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation**Article 6 – paragraph 1 – subparagraph 2***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

They shall ensure that by 31 December 2030, at least **two** publicly accessible hydrogen refuelling **stations are** 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.

Justification

Hydrogen power trains offer long ranges, short refueling times, high energy density across varying climate conditions. They are therefore especially well suited for long distances and heavy loads. Having more than one refueling station available per urban node safeguards reliable access during an outage or when the fueling station is serving clients.

Amendment 758

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 2

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

They shall ensure that by 31 December **2035**, 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.

Or. en

Amendment 759

Ondřej Kovařík

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 2

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

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 ***urban areas in order to ensure supply for other modes of transport.***

Or. cs

Amendment 760

Vera Tax, Kathleen Van Brempt, Marianne Vind

Proposal for a regulation

Article 6 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Two years after this regulation enters into force the Commission shall provide a detailed list of industrial clusters and ports for the deployment of hydrogen refuelling stations.

Or. en

Justification

Fuel cell electric trucks are estimated to be market ready only in the late 2020s. The targets in the regulation are currently too high and should be reassessed in the regulation's revision foreseen in 2026.

Amendment 761

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

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. ***deleted***

Or. en

Amendment 762

Andreas Schieder

Proposal for a regulation

Article 6 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

(2a) A Member State cannot meet the TEN-T core network conditions set out in paragraphs 1 and 2 if a TEN-T rail infrastructure is also being developed on this section in order shift freight traffic to rail, while a hydrogen refuelling infrastructure is going against this objective.

Or. de

Justification

Freight transport by rail is the most climate-efficient mode of transport, especially for distances exceeding 500 km. Hydrogen from renewable energy sources, on the other hand, is and will remain a scarce commodity in the coming decades. Therefore, the development of ambitious TEN-T rail infrastructure projects that are under construction should not be unnecessarily jeopardised if their economic viability is at risk.

Amendment 763

Elissavet Vozemberg-Vrionidi

Proposal for a regulation

Article 6 – paragraph 3

Text proposed by the Commission

Amendment

3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve **liquid** hydrogen.

3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve hydrogen.

Or. en

Amendment 764

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation
Article 6 – paragraph 3

Text proposed by the Commission

3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station *is designed to* serve *light-duty and* heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.

Amendment

3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station *can also* serve heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible *renewable* hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.

Or. en

Amendment 765
Dominique Riquet

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

Text proposed by the Commission

Amendment

3a. Where the Commission finds that the corrective measures referred to in Article 16(2) do not enable a Member State to achieve the targets referred to in paragraph 1 of this article, in particular owing to a persistent absence or insufficiency of private investment, those targets shall be reassessed by the Commission in consultation with the Member State concerned.

Or. fr

Amendment 766
Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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

Text proposed by the Commission

Amendment

3 a. *Paragraph 1 shall not apply to outermost regions and islands, if the costs are disproportionate to the benefits, including environmental benefits. In such a case, Member States shall reasonably explain their decision and shall make available that information on their national policy frameworks.*

Or. en

Amendment 767
Elissavet Vozemberg-Vrionidi

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

Text proposed by the Commission

Amendment

3 a. *By 31 December 2025, the Commission shall evaluate the development of the technology related to hydrogen. Based on this evaluation, the Commission shall make a proposal to amend the relevant provisions concerning the dates of this Article by assessing the appropriateness.*

Or. en

Amendment 768
Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 769
Dominique Riquet, Caroline Nagtegaal

Proposal for a regulation
Article 6 a (new)

Text proposed by the Commission

Amendment

Article 6a

**Targets for hydrogen refuelling
infrastructure for trains**

1. Member States shall ensure that, in their territory, hydrogen refuelling stations are installed along the TEN-T core network and comprehensive network where electrification of the segments is not planned before 2050.

They shall ensure that at least one hydrogen refuelling station is deployed in each urban node. An analysis of the best location for such refuelling stations shall be carried out, which shall consider, in particular, the deployment of such stations in multimodal hubs where other transport modes could also be integrated.

2. Neighbouring Member States shall ensure that cross-border sections of the TEN-T core network and the TEN-T comprehensive network are equipped if they are not electrified.

3. Operators or owners of hydrogen refuelling stations shall ensure that these stations also distribute liquid hydrogen.

Or. fr

Proposal for a regulation
Article 7

Text proposed by the Commission

Amendment

Article 7

deleted

Hydrogen refuelling infrastructure

1. 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:

- (a) payment card readers;***
- (b) devices with a contactless functionality that is at least able to read payment cards.***

Where the operator of the hydrogen refuelling point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, hydrogen refuelling points with the technical characteristics which enable the operator to comply with the obligation set out in this paragraph.

2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be

differentiated according to an objective justification.

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.

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.

Or. en

Amendment 771

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 7 – title

Text proposed by the Commission

7 Hydrogen refuelling infrastructure

Amendment

7 Hydrogen **and other sustainable renewable fuels** refuelling infrastructure

Or. en

Amendment 772

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation
Article 7 – paragraph 1 – introductory part

Text proposed by the Commission

1. 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:

Amendment

1. From the date referred to in Article 24 all operators of publicly accessible hydrogen **and other sustainable renewable fuels** 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 **and other sustainable renewable fuels** 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:

Or. en

Amendment 773
Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 7 – paragraph 1 – introductory part

Text proposed by the Commission

1. 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**:

Amendment

1. From the date referred to in Article 24 all operators of publicly accessible **renewable** 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 **renewable** hydrogen refuelling stations shall ensure that all **renewable** hydrogen refuelling stations operated by them accept electronic payments through terminals and devices used for payment services, including at least **payment card readers**.

Or. en

Amendment 774

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Jan-Christoph Oetjen

Proposal for a regulation

Article 7 – paragraph 1 – introductory part

Text proposed by the Commission

1. 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**:

Amendment

1. 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, at least **via payment cards**.

Or. en

Justification

Aligning with payment method charging points.

Amendment 775

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

Article 7 – paragraph 1 – point a

Text proposed by the Commission

(a) **payment card readers;**

Amendment

deleted

Or. en

Amendment 776

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 7 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) payment card readers; *deleted*

Or. en

Amendment 777

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Iskra Mihaylova, Atidzhe Alieva-Veli, Jan-Christoph Oetjen

Proposal for a regulation
Article 7 – paragraph 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*

Or. en

Amendment 778

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 7 – paragraph 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*

Or. en

Amendment 779

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

Article 7 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Member States shall take necessary measures to ensure that a standardised information system on the availability of recharging points and estimated waiting times is available in an easily understandable and precise manner to end users.

Or. en

Justification

The adoption of battery-electric vehicles will lead to a material change in recharging patterns due to longer recharging times. Combined with the limited driving and working hours of drivers, this increases the urgent need to have access to information on the availability of specific recharging points and expected waiting times. A standardised booking system that allows a driver to book electric recharging facilities in advance will be essential to ensure good continuity of commercial traffic.

Amendment 780

Jan-Christoph Oetjen, Søren Gade, Ondřej Kovařík

Proposal for a regulation

Article 7 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1 b. Member States shall take necessary measures to ensure that a standardised booking system is provided allowing end users to book hydrogen refuelling infrastructure in advance.

Or. en

Justification

A standardised booking system that allows a driver to book electric recharging facilities in advance is essential to ensure good continuity of commercial traffic.

Amendment 781

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 7 – paragraph 2

Text proposed by the Commission

2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated according to an objective justification.

Amendment

2. Prices charged by the operators of publicly accessible hydrogen **and other sustainable renewable fuels** refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated according to an objective justification.

Or. en

Amendment 782

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

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.

Amendment

3. Operators of **renewable** 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 they initiate a recharging session. The price per kWh shall be clearly displayed.***

Or. en

Amendment 783
Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

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.

Amendment

3. Operators of hydrogen **and other sustainable renewable fuels** refuelling points shall make price information available before the start of a refuelling session at the refuelling stations operated by them.

Or. en

Amendment 784
Carlo Fidanza, Pietro Fiocchi

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 **and other sustainable renewable fuels** 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.

Or. en

Amendment 785

Anna Deparnay-Grunenberg

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 8

Text proposed by the Commission

Amendment

Article 8

deleted

LNG infrastructure for road transport vehicles

Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Or. en

Amendment 786

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation

Article 8 – title

Text proposed by the Commission

Amendment

8 **LNG infrastructure for road transport vehicles**

8 ***Targets for LNG, CNG, bio-LNG and bio-CNG infrastructure for road transport vehicles***

Or. en

Amendment 787

Giuseppe Ferrandino

Proposal for a regulation

Article 8 – title

Text proposed by the Commission

LNG infrastructure for road transport vehicles

Amendment

LNG/bio-LNG and CNG/bio-CNG
infrastructure for road transport vehicles

Or. en

Amendment 788

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 8 – title

Text proposed by the Commission

8 LNG infrastructure for road transport vehicles

Amendment

8 LNG, **LPG and CNG** infrastructure for road transport vehicles

Or. en

Amendment 789

Caroline Nagtegaal, Dominique Riquet, Izaskun Bilbao Barandica, Elsi Katainen, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

Article 8 – title

Text proposed by the Commission

8 LNG infrastructure for road transport vehicles

Amendment

8 **CNG and** LNG infrastructure for road transport vehicles

Or. en

Amendment 790

Anna Deparnay-Grunenberg
on behalf of the Verts/ALE Group

Proposal for a regulation

Article 8 – paragraph 1

Text proposed by the Commission

Amendment

Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

deleted

Or. en

Amendment 791

Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation Article 8 – paragraph 1

Text proposed by the Commission

Amendment

Member States shall ensure ***until*** 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, ***where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.***

With the purpose of promoting the development of renewable and bio LNG and CNG, Member States shall ensure by 1 January 2030 that an appropriate number of publicly accessible refuelling points for LNG, are put in place, at least along the TEN-T core and comprehensive network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union. As an indication, the necessary average distance between refuelling points should be no longer than 400 km.

To this end, Member States shall take the necessary measures to ensure that at least by 1 January 2025 LNG and CNG refuelling facilities are constructed also at highway infrastructure.

Notwithstanding the above points, Member States shall also support the installation of LNG and CNG refueling points at logistics centers, depots or in ports, which could serve a variety of applications, as well as at airports for

refueling ground movement vehicles (e.g. passenger vehicles or to support aircraft taxiing, etc.).

Or. en

Justification

It is proposed a change to secure the support to LNG stations until 2030. The last part of point 1 is deleted as it is unclear and lacks applicability. A target currently in place within AFID 2014 is re-inserted to ensure continuity and provide certainty to investors. The indicative distance (400 km) is also taken from AFID 2014. Today LNG represents a mature technology that can already be adopted at a very large scale and it is a key asset for achieving European targets as its advantages in terms of emissions compared to traditional fossil fuels are clear, both in heavy-duty and maritime transport. It can bring substantial environmental benefits for isolated areas. The use of LNG reduces sulphur oxide (SOx), particulate matter (PM) and nitrogen oxide (NOx) emissions to almost zero; and substantially reduces CO2. Besides, investing in LNG infrastructure does not create carbon lock-in effects. To the contrary, it actually paves the way for the later adoption of biogases, including bio-LNG itself. In the light of the above and in the absence of technological alternatives ready to be used, we believe that the support granted to LNG in heavy duty vehicles shall be extended from 2025 to, at least, 2030 and a mid-term impact assessment on actual developments and potential additional needs should be carried out. The reasoning behind such proposal also lies in the fact that promoting a switch to LNG takes time because it requires interventions at various levels of the value chain: from making the molecule available to inducing end-users to adopt new hardware. All of these investments are very sizeable and have a long pay-back time: this calls for a clear timeline that stimulates investments in the medium-long run. An excessively short window would de facto discourage transition-enabling investment, and thus prevent decarbonization.

Amendment 792 **Giuseppe Ferrandino**

Proposal for a regulation **Article 8 – paragraph 1**

Text proposed by the Commission

Member States shall ensure until **1 January 2025** that an appropriate number of publicly accessible refuelling points for **LNG** are put in place, at least along the TEN-T core network, in order to allow **LNG** heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Amendment

Member States shall ensure until **31 December 2029** that an appropriate number of publicly accessible refuelling points for **LNG/bio-LNG and CNG/bio-CNG** are put in place, at least along the TEN-T core network, in order to allow **LNG/bio-LNG and CNG/bio-CNG** heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including

environmental benefits.

Or. en

Amendment 793

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 8 – paragraph 1

Text proposed by the Commission

Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, ***unless the costs are disproportionate to the benefits, including environmental benefits.***

Amendment

Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG, ***LPG and CNG*** are put in place, at least along the TEN-T core network, in order to allow LNG, ***LPG and CNG*** heavy-duty motor vehicles to circulate throughout the Union, where there is demand.

Or. en

Amendment 794

Roman Haider, Georg Mayer, Massimo Casanova, Marco Campomenosi, Paolo Borchia, Annalisa Tardino

Proposal for a regulation

Article 8 – paragraph 1

Text proposed by the Commission

Member States shall ensure ***until*** 1 January ***2025 that an appropriate*** number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Amendment

Member States shall ensure ***by*** 1 January ***2030 that a*** number of publicly accessible refuelling points for LNG, ***proportionate to the size of the LNG fleet,*** are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Amendment 795**Isabel García Muñoz, Inma Rodríguez-Piñero****Proposal for a regulation****Article 8 – paragraph 1***Text proposed by the Commission*

Member States shall ensure until 1 January **2025** that an appropriate number of publicly accessible refuelling points for LNG are put in place, **at least** along the TEN-T core **network**, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Amendment

Member States shall ensure until 1 January **2030** that an appropriate number of publicly accessible refuelling points for LNG **and CNG** are put in place, along the TEN-T core **and comprehensive networks**, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Or. en

Amendment 796**João Pimenta Lopes****Proposal for a regulation****Article 8.º – paragraph 1***Text proposed by the Commission*

Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG are put in place, **at least** along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, **where there is demand, unless the costs are disproportionate to the benefits, including** environmental benefits.

Amendment

Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG are put in place along the TEN-T core network **and national, regional and local transport infrastructures**, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, **taking into account an assessment weighing up the social, economic and environmental costs and** benefits.

Or. pt

Amendment 797

Maria Grapini

Proposal for a regulation

Article 8 – paragraph 1

Text proposed by the Commission

Member States shall ensure until 1 January **2025** that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Amendment

Member States shall ensure until 1 January **2026** that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Or. ro

Amendment 798

Caroline Nagtegaal, Dominique Riquet, Ondřej Kovařík, Izaskun Bilbao Barandica, Elsi Katainen, Søren Gade, Jan-Christoph Oetjen, José Ramón Bauzá Díaz

Proposal for a regulation

Article 8 – paragraph 1

Text proposed by the Commission

Member States shall ensure *until 1 January 2025 that an appropriate* number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Amendment

Member States shall ensure *that a sufficient* number of publicly accessible refuelling points for **CNG and** LNG are put in place, at least along the TEN-T core network, in order to allow **CNG and** LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Or. en

Justification

CNG and LNG have a continuing role to play in the future energy mix of heavy-duty transport.

Amendment 799

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 8 – paragraph 1 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

To this end, Member States take the necessary measures to ensure that, by 31 December 2030:

Or. en

Amendment 800

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 8 – paragraph 1 – point a (new)

Text proposed by the Commission

Amendment

(a) In urban areas, CNG stations are installed according to a spatial density criterion, ensuring that one station covers a catchment area of 20 km², in order to promote the use of natural gas and biomethane in cities, including for public transport. Member States may assess stricter parameters for LNG, LPG and CNG stations in urban and suburban areas where air quality is particularly poor;

Or. en

Amendment 801

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation
Article 8 – paragraph 1 – point b (new)

Text proposed by the Commission

Amendment

(b) LNG, LPG and CNG refuelling infrastructures are built in correspondence of road infrastructures such as motorways, facilitating their access to the public.

Or. en

Amendment 802
Giuseppe Ferrandino

Proposal for a regulation
Article 8 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

To this end, Member States shall take the necessary measures to ensure that by 31 December 2030:

(a) In urban areas, CNG/bio-CNG stations are installed according to a spatial density criterion (1 station/8-10km²) to promote the use of natural gas and biomethane in the cities, including for the public transport. Member States shall consider more stringent criteria for LNG/bio-LNG and CNG/bio-CNG stations in urban and suburban areas where air quality is particularly poor;

(b) In order to facilitate the public access for heavy duty vehicles, LNG/bio-LNG and CNG/bio-CNG refuelling stations are built along the main highway axis. Without prejudice to the previous paragraphs, Member States shall promote the installation of LNG/bio-LNG and CNG/bio-CNG refuelling stations in the proximity of logistics areas, deposits and multi-purpose LNG refuelling stations in the port areas, which could serve a variety of applications, as well as in the airports

*for refuelling ground movement vehicles
(e.g. passenger vehicles or to support
aircraft taxiing, etc.).*

Or. en

Amendment 803

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 8 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

*Without prejudice to paragraph 1,
Member States shall support the
installation of LNG, LPG and CNG
refuelling stations also at logistic centres,
depots or multipurpose refuelling stations
in ports, as well as at airports for the
refuelling of ground-moving vehicles
such as vehicles for the transport of
passengers.*

Or. en

Amendment 804

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 8 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

*Further targets, including for the TEN-T
comprehensive network, shall be set by
Member States, in accordance with
reasonable national and EU-wide market
share and transit traffic share indicators,
allowing for unhindered use of the LNG,
CNG and LPG fleets.*

Amendment 805

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 8 – paragraph 1 c (new)

Text proposed by the Commission

Amendment

All newly-built infrastructure for LNG, CNG and LPG should be compatible with renewable fuels and allowing for progressive blending with and the gradual replacement of alternative fossil fuels.

Or. en

Amendment 806

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 8 – paragraph 1 d (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 807

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Cláudia Monteiro de Aguiar, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation
Article 8 – paragraph 1 e (new)

Text proposed by the Commission

Amendment

The provisions of this Article shall not apply to the outermost regions and islands, if the costs are disproportionate to the benefits, including environmental benefits. In such a case, Member States shall reasonably explain their decision and shall make available that information on their national policy frameworks.

Or. en

Amendment 808
Carlo Fidanza, Pietro Fiocchi

Proposal for a regulation
Article 8 a (new)

Text proposed by the Commission

Amendment

Article 8 a

Member States shall ensure by 1 January 2030 that an appropriate number of publicly accessible refuelling points for LNG, CNG, (bio)CNG and (bio)CNG are put in place, at least along the TEN-T core and comprehensive network, in order to allow LNG, CNG, (bio)CNG and (bio)CNG motor vehicles to circulate throughout the Union. To this end, Member States shall take the necessary measures so that, by 31 December 2030:

(a) In urban areas, LNG, CNG, (bio)CNG and (bio)CNG stations are installed according to a spatial density criterion (1 station/8-10 km²) to promote the use of natural gas and biomethane in cities, including for public transport. Member States shall consider more stringent benchmarks for LNG, CNG, (bio)CNG and (bio)CNG stations in urban (and also suburban) areas where air quality is

particularly poor;

(b) LNG, CNG, (bio)CNG and (bio)CNG refueling facilities be constructed at highway infrastructure, facilitating their access to the public.

Notwithstanding the above points, Member States shall also support the installation of LNG, CNG, (bio)CNG and (bio)CNG refueling stations at logistics centers, depots or multi-purpose, as well as at airports for refueling ground movement vehicles (e.g. passenger vehicles or to support aircraft taxiing, etc.).

Or. en

Amendment 809

Jens Gieseke, Pablo Arias Echeverría, Barbara Thaler, Marian-Jean Marinescu, Lucia Vuolo, Jörgen Warborn, Massimiliano Salini, Markus Pieper, Henna Virkkunen, Markus Ferber, Gheorghe Falcă, Karolin Braunsberger-Reinhold

Proposal for a regulation

Article 8 a (new)

Text proposed by the Commission

Amendment

Article 8 a

Renewable fuels infrastructure

1. Member States shall plan the development of infrastructure for all renewable fuels, following the assessment of National policy frameworks and of market and transit traffic shares and market projections, made by the Commission by 1 December 2026 at the latest.

2. The Commission shall, when revising this Regulation, include binding targets for renewable fuels infrastructure based on national reports, Commission analysis based on national and EU-wide market share and transit traffic share indicators.

Or. en

