



**2021/0223(COD)**

14.2.2022

**\*\*\*I**

## **DRAFT REPORT**

on the proposal for a regulation of the European Parliament and of the Council  
Deployment of alternative fuels infrastructure, and repealing Directive  
2014/94/EU of the European Parliament and of the Council  
(COM(2021)0559 – C9-0331/2021 – 2021/0223(COD))

Committee on Transport and Tourism

Rapporteur: Ismail Ertug

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

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

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

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

#### **Amendments by Parliament set out in two columns**

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

#### **Amendments by Parliament in the form of a consolidated text**

New text is highlighted in ***bold italics***. Deletions are indicated using either the **■** symbol or ~~strikeout~~. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the proposal for a regulation of the European Parliament and of the Council  
Deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of  
the European Parliament and of the Council  
(COM(2021)0559 – C9-0331/2021 – 2021/0223(COD))**

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

*The European Parliament,*

- having regard to the Commission proposal to Parliament and the Council (COM(2021)0559),
  - having regard to Article 294(2) and Article 91 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0331/2021),
  - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
  - having regard to the reasoned opinion submitted, within the framework of Protocol No 2 on the application of the principles of subsidiarity and proportionality, by the French National Assembly, asserting that the draft legislative act does not comply with the principle of subsidiarity,
  - having regard to Rule 59 of its Rules of Procedure,
  - having regard to the report of the Committee on Transport and Tourism (A9-0000/2022),
1. Adopts its position at first reading hereinafter set out;

### **Amendment 1**

#### **Proposal for a regulation**

##### **Recital 1**

*Text proposed by the Commission*

(1) Directive 2014/94/EU of the European Parliament and of the Council<sup>43</sup> laid down a framework for the deployment of alternative fuels infrastructure. The Commission Communication on the application of that Directive<sup>44</sup> points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user

*Amendment*

(1) Directive 2014/94/EU of the European Parliament and of the Council<sup>43</sup> laid down a framework for the deployment of alternative fuels infrastructure. The Commission Communication on the application of that Directive<sup>44</sup> points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user

friendliness. It notes that the absence of a clear common methodology for setting targets and adopting measures under the National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States.

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

<sup>44</sup> COM(2020) 789 final.

friendliness. It notes that the absence of a clear common methodology for setting targets and adopting measures under the National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States. ***This, in turn, has resulted in the failure to deliver a comprehensive and complete network of alternative fuels infrastructure across the Union.***

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

<sup>44</sup> COM(2020) 789 final.

Or. en

## Amendment 2

### Proposal for a regulation Recital 5

#### *Text proposed by the Commission*

(5) Therefore all modes of transport should be addressed in one instrument which should take into account a variety of alternative fuels. The use of zero-emission powertrain technologies is at different stages of maturity in the different modes of transport. In particular, in the road sector, a rapid uptake of battery-electric and plug-in hybrid vehicles is taking place. Hydrogen fuel-cell road vehicles are available to markets, as well. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be

#### *Amendment*

(5) Therefore all modes of transport should be addressed in one instrument which should take into account a variety of alternative fuels. The use of zero-emission powertrain technologies is at different stages of maturity in the different modes of transport. In particular, in the road sector, a rapid uptake of battery-electric and plug-in hybrid vehicles is taking place. Hydrogen fuel-cell road vehicles are available to markets, as well, ***albeit to a lesser degree.*** In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to

dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The *use of fossil gaseous or liquid fuels is only possible* if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic gaseous and liquid fuels.

be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The *Union should increase its efforts to phase out fossil gaseous or liquid fuels and promote renewable alternatives, and the use of fossil fuels should only be possible* if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic gaseous and liquid fuels.

Or. en

### Amendment 3

#### Proposal for a regulation

##### Recital 6

*Text proposed by the Commission*

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

*Amendment*

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

same kind.

Or. en

#### Amendment 4

##### Proposal for a regulation

##### Recital 7

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

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

###### *Amendment*

(7) ***The sustained use of liquefied natural gas (LNG) is not compatible with the Union's climate neutrality objective. Therefore, LNG in maritime transport should be phased out as soon as possible and substituted by more sustainable alternatives. However, in the short term, regrettably*** LNG is likely to play a *transitional* role in maritime transport, where there is currently no economically viable zero-emission powertrain technology available. The Communication on the Smart and Sustainable Mobility Strategy points to zero-emission seagoing ships becoming market ready by 2030. Fleet conversion should take place gradually due to the long lifetime of the ships. Contrary to maritime transport, for inland waterways, with normally smaller vessels and shorter distances, zero-emission powertrain technologies, such as hydrogen and electricity, should enter the markets more quickly. LNG is expected to no longer play a significant role in that sector. Transport fuels such as LNG need increasingly to be decarbonised by blending/substituting with liquefied biomethane (bio-LNG) or renewable and low-carbon synthetic gaseous e-fuels (e-gas) for instance. Those decarbonised fuels can be used in the same infrastructure as gaseous fossil fuels thereby allowing for a gradual shift towards decarbonised fuels.

Or. en



## Amendment 5

### Proposal for a regulation

#### Recital 8

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

(8) In the heavy-duty road transport sector, LNG trucks are fully mature. On the one hand, the common scenarios underpinning the Sustainable and Smart Mobility Strategy and the Climate Target Plan as well as the revised “Fit for 55” modelling scenarios suggest some limited role of gaseous fuels that will increasingly be decarbonised in heavy-duty road transport especially in the long haul segment. Furthermore, LPG and **CNG** vehicles for which already a sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore ***only a limited targeted policy for LNG infrastructure deployment that can equally supply decarbonised fuels is considered necessary to close remaining gaps in the main networks.***

##### *Amendment*

(8) In the heavy-duty road transport sector, LNG trucks are fully mature. On the one hand, the common scenarios underpinning the Sustainable and Smart Mobility Strategy and the Climate Target Plan as well as the revised “Fit for 55” modelling scenarios suggest some limited role of gaseous fuels that will increasingly be decarbonised in heavy-duty road transport especially in the long haul segment. Furthermore, LPG and ***compressed natural gas (CNG)*** vehicles for which already a sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore ***it should not be necessary to further expand this network.***

Or. en

## Amendment 6

### Proposal for a regulation

#### Recital 9

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

(9) The deployment of publicly accessible recharging infrastructure for light-duty electric vehicles has been uneven across the Union. Continued uneven distribution would jeopardize the uptake of such vehicles, limiting connectivity across the Union. Continuing divergence in policy ambitions and approaches at national level will not create the long-term certainty needed for substantive market investment. Mandatory

##### *Amendment*

(9) The deployment of publicly accessible recharging infrastructure for light-duty electric vehicles has been uneven across the Union. Continued uneven distribution would jeopardize the uptake of such vehicles, limiting connectivity across the Union. Continuing divergence in policy ambitions and approaches at national level will ***hinder the much-needed sustainable transition of the transport sector and*** not create the long-

minimum targets for Member States at national level should therefore provide policy orientations and complement National Policy Frameworks. That approach should combine national fleet based targets with distance-based targets for the trans-European network for transport (TEN-T). National fleet based targets should ensure that vehicle uptake in each Member State is matched with the deployment of sufficient publicly accessible recharging infrastructure. Distance-based targets for the TEN-T network should ensure full coverage of electric recharging points along the Union's main road networks and thereby ensure easy and seamless travel throughout the Union.

term certainty needed for substantive market investment. Mandatory minimum targets for Member States at national level should therefore provide policy orientations and complement National Policy Frameworks. That approach should combine national fleet based targets with distance-based targets for the trans-European network for transport (TEN-T). National fleet based targets should ensure that vehicle uptake in each Member State is matched with the deployment of sufficient publicly accessible recharging infrastructure. Distance-based targets for the TEN-T network should ensure full coverage of electric recharging points along the Union's main road networks and thereby ensure easy and seamless travel throughout the Union.

Or. en

## Amendment 7

### Proposal for a regulation

#### Recital 10

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

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

##### *Amendment*

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

technologies in Member States.

technologies in Member States.

Or. en

## Amendment 8

### Proposal for a regulation Recital 14 a (new)

*Text proposed by the Commission*

*Amendment*

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

Or. en

## Amendment 9

### Proposal for a regulation Recital 17

*Text proposed by the Commission*

*Amendment*

(17) Publicly accessible recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain

(17) Publicly accessible recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain

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

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

Or. en

## Amendment 10

### Proposal for a regulation

#### Recital 20

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

(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council<sup>52</sup> enable real-time data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of recharging services. By providing energy metering in real time and accurate and transparent information on the cost, they encourage, in combination with smart recharging points, recharging at times of low general electricity demand and low energy prices. The use of smart metering systems in combination with smart recharging points can optimise recharging, with benefits for the electricity system and for the end user. Member States should encourage the use of smart metering system for the recharging of electric vehicles at publicly accessible recharging stations, where technically feasible **and economically reasonable**, and ensure that these systems comply with the

##### *Amendment*

(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council<sup>52</sup> enable real-time data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of recharging services. By providing energy metering in real time and accurate and transparent information on the cost, they encourage, in combination with smart recharging points, recharging at times of low general electricity demand and low energy prices. The use of smart metering systems in combination with smart recharging points can optimise recharging, with benefits for the electricity system and for the end user. Member States should encourage the use of smart metering system for the recharging of electric vehicles at publicly accessible recharging stations, where technically feasible, and ensure that these systems comply with the requirements laid down in Article 20 of

requirements laid down in Article 20 of Directive (EU) 2019/444.

Directive (EU) 2019/444.

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<sup>52</sup> Directive (EU) 2019/944 of the European Parliament and of the Council of 5 June 2019 on common rules for the internal market for electricity and amending Directive 2012/27/EU (OJ L 158, 14.6.2019, p. 125).

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<sup>52</sup> Directive (EU) 2019/944 of the European Parliament and of the Council of 5 June 2019 on common rules for the internal market for electricity and amending Directive 2012/27/EU (OJ L 158, 14.6.2019, p. 125).

Or. en

## Amendment 11

### Proposal for a regulation Recital 23

#### *Text proposed by the Commission*

(23) The establishment and operation of recharging points for electric vehicles should be developed as a competitive market with open access to all parties interested in rolling-out or operating recharging infrastructures. In view of the limited alternative locations on highways, existing highway concessions such as for conventional refuelling stations or rest areas are a particular cause for concern, since they can run over very long periods and sometimes even lack a specified end date altogether. Member States should seek, to the extent possible and in compliance with Directive (EU) 2014/23 of the European Parliament and of the Council<sup>53</sup>, to competitively award new concessions specifically for recharging stations on or adjacent to existing highway rest areas in order to limit deployment cost and enable new market entrants.

#### *Amendment*

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

entrants. ***The possibility of setting up recharging points of competing operators at a highway rest area can also be considered.***

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

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

Or. en

## Amendment 12

### Proposal for a regulation Recital 24

#### *Text proposed by the Commission*

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

#### *Amendment*

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

Or. en

## Amendment 13

### Proposal for a regulation Recital 28 a (new)

#### *Text proposed by the Commission*

#### *Amendment*

***(28a) It will be important to support the effective rollout in Member States of the hydrogen refuelling infrastructure that is foreseen. This will require coordination amongst all stakeholders, including by European, national, and regional***

*institutions, trade unions, and the industry. Initiatives, such as the Clean Hydrogen Joint Undertaking, set up by Council Regulation (EU) 2021/2085, should also be used with a view to facilitating and leveraging private funding so that it reaches the relevant targets identified in this Regulation.*

Or. en

## **Amendment 14**

### **Proposal for a regulation Recital 29**

*Text proposed by the Commission*

*Amendment*

*(29) A number of LNG refuelling points are established in the Union, already providing a backbone for the circulation of LNG driven heavy-duty vehicles. The TEN-T core network should remain the basis for the deployment of LNG infrastructure, and progressively for bio-LNG, as it covers the main traffic flows and allows cross border connectivity throughout the Union. It had been recommended in Directive 2014/94/EU that such refuelling points be installed every 400 km on the TEN-T core network, but certain limited gaps in the network remain to reach that objective. Member States should by 2025 reach that objective and fill the remaining gaps, after which the target should cease to apply.*

*deleted*

Or. en

## **Amendment 15**

### **Proposal for a regulation Recital 30**



*Text proposed by the Commission*

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

*Amendment*

(30) Users of alternative fuel vehicles should be able to pay easily and conveniently at all publicly accessible recharging and refuelling points, without the need to enter into a contract with the operator of the recharging or refuelling point or a mobility service provider. Therefore, for recharging or refuelling on an ad hoc basis, all publicly accessible recharging and refuelling points should accept electronic ***card*** payment. That ad hoc payment method should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point.

Or. en

**Amendment 16**

**Proposal for a regulation  
Recital 31**

*Text proposed by the Commission*

(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. ***In principle***, the location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be used by ***as much of the public as possible***, in particular by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or

*Amendment*

(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. The location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be used by ***everyone***, in particular by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or screen of the recharging station are at an



screen of the recharging station are at an appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility requirements in Annexes I and III to Directive 2019/882<sup>57</sup> should be applicable to recharging and refuelling infrastructure.

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

appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility requirements in Annexes I and III to Directive 2019/882<sup>57</sup> should be applicable to recharging and refuelling infrastructure.

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

Or. en

## Amendment 17

### Proposal for a regulation

#### Recital 32

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

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

##### *Amendment*

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

*capacity, in order to ensure that enough on shore power supply can be installed.*

Or. en

## Amendment 18

### Proposal for a regulation Recital 35

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

## Amendment 19

### Proposal for a regulation Recital 37

*Text proposed by the Commission*

(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, alternatives **to fossil fuel** will be needed in all transport modes to meet the ambitions of the European Green Deal. The existing National Policy Frameworks should be revised to clearly

*Amendment*

(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, **fossil fuels should be phased out and sustainable** alternatives will be needed in all transport modes to meet the ambitions of the European Green Deal **and the Union objective of reaching**

describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be met by the Member States. The revised frameworks should equally address all transport modes including those for which no mandatory deployment targets exists.

*climate neutrality by 2050*. The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be met by the Member States. The revised frameworks should equally address all transport modes including those for which no mandatory deployment targets exists.

Or. en

## Amendment 20

### Proposal for a regulation Recital 38

#### *Text proposed by the Commission*

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

#### *Amendment*

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

Or. en

## Amendment 21

### Proposal for a regulation Recital 41 a (new)

*Text proposed by the Commission*

*Amendment*

***(41a) The Commission should closely monitor the fulfilment of the obligations of Member States laid down in this Regulation, especially regarding the installation of publicly accessible charging and refuelling points across their territory. In the case of a breach of Union law, the Commission should take all necessary steps, including infringement procedure in accordance with Article 258 TFEU, in order to guarantee the harmonised deployment of alternative fuels infrastructure rules in the Union. Furthermore, if the Member State concerned does not comply with the reasoned opinion of the Commission referred to in Article 258 TFEU, the European Parliament should recommend to the Commission that it bring proceedings before the Court of Justice of the European Union against the Member State concerned and calling for that Member State to be fined EUR 1000 for every charging station not installed.***

Or. en

## Amendment 22

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

*Text proposed by the Commission*

*Amendment*

***(41b) Member States should lay down rules on penalties applicable to infringements of the provisions of this Regulation and should take all measures necessary to ensure that such rules are implemented. The penalties provided for should be effective, proportionate and***

*dissuasive.*

Or. en

## **Amendment 23**

### **Proposal for a regulation Recital 41 c (new)**

*Text proposed by the Commission*

*Amendment*

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

Or. en

## **Amendment 24**

### **Proposal for a regulation Recital 46**

*Text proposed by the Commission*

*Amendment*

(46) Data should play a fundamental role in the adequate functioning of recharging and refuelling infrastructure. The format, the frequency and the quality in which these data should be made available and accessible should determine the overall quality of an alternative fuels infrastructure ecosystem that meets user needs. Moreover, those data should be accessible in a coherent manner in all Member States. Therefore, data should be provided in accordance with the requirements set in Directive 2010/40/EU of the European Parliament and the Council<sup>59</sup> for national access points

(46) Data should play a fundamental role in the adequate functioning of recharging and refuelling infrastructure. The format, the frequency and the quality in which these data should be made available and accessible should determine the overall quality of an alternative fuels infrastructure ecosystem that meets user needs. Moreover, those data should be accessible in a coherent manner in all Member States. Therefore, data should be provided in accordance with the requirements set in Directive 2010/40/EU of the European Parliament and the Council<sup>59</sup> for national access points

(NAPs).

(NAPs). *Moreover, at Union level, a common European access point should function as a data gateway for users to easily access the relevant data retained in the National Access Points. Such an access point could facilitate better price comparisons for consumers between publicly accessible recharging and refuelling operators on the internal market. It could also provide an interface at Union level enabling users to access an exhaustive Union-wide map and route planner containing all publicly accessible recharging and refuelling stations.*

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

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

Or. en

## Amendment 25

### Proposal for a regulation Recital 52

#### *Text proposed by the Commission*

(52) In the application of this Regulation, the Commission should consult relevant expert groups, *and* in particular the Sustainable Transport Forum ('STF') and the European Sustainable Shipping Forum ('ESSF'). Such expert consultation is of particular importance when the Commission intends to adopt delegated or implementing acts under this Regulation.

#### *Amendment*

(52) In the application of this Regulation, the Commission should consult relevant expert groups, ***organisations and stakeholders***, in particular the Sustainable Transport Forum ('STF') and the European Sustainable Shipping Forum ('ESSF'). Such expert consultation is of particular importance when the Commission intends to adopt delegated or implementing acts under this Regulation.

Or. en

## Amendment 26

### Proposal for a regulation Recital 53

#### *Text proposed by the Commission*

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

#### *Amendment*

(53) Alternative fuels infrastructure is a fast developing area. The lack of common technical specification constitutes a barrier for the creation of a single market of alternative fuels infrastructure. Therefore, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission **in respect of** technical specifications for areas where common technical specifications are outstanding but necessary, **including**, in particular, the communication between the electric vehicle and the recharging point, the communication between the recharging point and the recharging software management system (back-end), **and** the communication related to the electric vehicle roaming service and the communication with the electricity grid, **in respect of the definition of** the suitable governance framework and roles of the different actors involved in the vehicle-to-grid communication ecosystem **while taking into account and supporting** emerging technological developments **with high GHG emission reduction potential**, such as electric road systems ('ERS'), **notably inductive charging solutions, as well as in respect of** provision for additional data types and technical specifications related to the format, the frequency and the quality in which these data should be made available and accessible. **It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation**

*in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.*

Or. en

## Amendment 27

### Proposal for a regulation Recital 54 a (new)

*Text proposed by the Commission*

*Amendment*

*(54a) Considering the significant share of final energy consumption in the EU for which road transport accounts, the energy efficiency first principle should be reflected in policy, planning and investment decisions related to the deployment of recharging and refuelling infrastructure of alternative fuels as set out in Regulation (EU) 2018/1999.*

Or. en

## Amendment 28

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

*Text proposed by the Commission*

*Amendment*

(c) 'alternative fossil fuels' for a transitional phase:

(c) 'alternative fossil fuels' for a **short-term** transitional phase:

Or. en



## Amendment 29

### Proposal for a regulation

#### Article 2 – paragraph 1 – point 19 a (new)

*Text proposed by the Commission*

*Amendment*

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

Or. en

## Amendment 30

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

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

Or. en

## Amendment 31

### Proposal for a regulation

#### Article 2 – paragraph 1 – point 40

*Text proposed by the Commission*

*Amendment*

(40) ‘recharge on an ad hoc basis’ means a recharging service purchased by

(40) ‘recharge on an ad hoc basis’ means a recharging service purchased by

an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point beyond the mere purchase of the service;

an end user without the need for that end user to register, ***electronically log-in or sign-in to online intermediation services***, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point beyond the mere purchase of the service;

Or. en

## Amendment 32

### Proposal for a regulation

#### Article 2 – paragraph 1 – point 56

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

## Amendment 33

### Proposal for a regulation

#### Article 3 – paragraph 1 – subparagraph 2 – 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 ***if the share of the total projected light-duty vehicle fleet represented by battery electric light-duty vehicles in that Member State is less than 1%***; and

Or. en

## Amendment 34

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

***(aa) for each battery electric light-duty vehicle registered in their territory, a total power output of 2,5 kW is provided, through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 1 % or greater than 1 % but below 2.5 %; and***

Or. en

## Amendment 35

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

## Amendment 36

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

***(ac) for each battery electric light-duty***

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

Or. en

## Amendment 37

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

## Amendment 38

### Proposal for a regulation

#### Article 3 – paragraph 1 – subparagraph 2 – 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.

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

Or. en

## Amendment 39

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

***(ba) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 1.66 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in a Member State is 1 % or greater than 1 % but below 2,5 %; and***

Or. en

## Amendment 40

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

***(bb) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 1.33 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in a Member State is 2,5 % or greater than 2, 5 % but below 5 %; and***

Or. en

## Amendment 41

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

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

*power output of at least 1 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in a Member State is 5 % or greater than 5 % but below 7,5 %; and*

Or. en

## **Amendment 42**

### **Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

## **Amendment 43**

### **Proposal for a regulation**

#### **Article 3 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

*1a. 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 44

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

*Text proposed by the Commission*

*Amendment*

***1b. Without prejudice to paragraph 1 of this Article, Member States shall ensure the deployment of a minimum amount of recharging infrastructure at national level that equals a battery electric light-duty vehicle share of***

***- 2 % of the total projected light-duty vehicle fleet by 31 December 2025***

***- 5 % of the total projected light-duty vehicle fleet by 31 December 2027;***

***- 10 % of the total projected light-duty vehicle fleet by 31 December 2030;***

Or. en

## Amendment 45

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

## Amendment 46

### 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 one recharging station with an individual power output of at least **300** kW;

Or. en

**Amendment 47**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point a – point ii**

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 48**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point b**

*Text proposed by the Commission*

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

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

*Amendment*

***deleted***



*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 49**

### **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 **2 000** kW and include at least **two** recharging **stations** with an individual power output of at least **700** kW;

Or. en

## **Amendment 50**

### **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 **5 000** kW and include at least **four** recharging stations with an individual power output of at least **700** kW;

Or. en

## **Amendment 51**

### **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 **2 000** kW and include at least **two** recharging **stations** with an individual power output of at least **700** kW;

Or. en

**Amendment 52**

**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 **2032**, each recharging pool shall offer a power output of at least **5 000** kW and include at least **four** recharging stations with an individual power output of at least **700** kW;

Or. en

**Amendment 53**

**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 least **two** recharging **stations** dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed;

Or. en

## Amendment 54

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

***(ca) by 31 December 2030, in each safe and secure parking area at least four recharging stations dedicated to heavy duty vehicles with a power output of at least 100 kW are installed;***

Or. en

## Amendment 55

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

Or. en

## Amendment 56

### Proposal for a regulation

#### Article 4 – paragraph 1 – point e

*Text proposed by the Commission*

*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 **1200** 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 **3 500** kW are deployed, provided by recharging stations with an individual power output of at least **350** kW.

## Amendment 57

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

## Amendment 58

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

## Amendment 59

### Proposal for a regulation Article 5 – paragraph 2 – subparagraph 1 – point a – introductory part

*Text proposed by the Commission*

*Amendment*

(a) operators of recharging points shall, at publicly accessible recharging stations ***with a power output below 50 kW***, deployed from the date referred to in

(a) operators of recharging points shall, at publicly accessible recharging stations deployed from the date referred to in Article 24, accept electronic payments

Article 24, accept electronic payments through terminals and devices used for payment services, including at least one of the following:

through terminals and devices used for payment services, including at least *payment card readers and, if possible also* one of the following:

Or. en

#### Amendment 60

##### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

(i) *payment card readers;*

*deleted*

Or. en

#### Amendment 61

##### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

#### Amendment 62

##### Proposal for a regulation

##### Article 5 – paragraph 2 – subparagraph 1 – point b

*Text proposed by the Commission*

*Amendment*

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

*deleted*

*used for payment services, including at least one of the following:*

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

Or. en

### **Amendment 63**

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

*Text proposed by the Commission*

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

*Amendment*

From 1 January **2025** onwards, operators of recharging points shall ensure that all publicly accessible recharging stations operated by them comply with the **requirements laid down in this Article**.

Or. en

### **Amendment 64**

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

*Text proposed by the Commission*

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

*Amendment*

The requirements laid down in **paragraph 2** shall not apply to publicly accessible recharging points that do not require payment for the recharging service.

Or. en

### **Amendment 65**

#### **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.

Or. en

**Amendment 66**

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

*Text proposed by the Commission*

– ***price per session,***

*Amendment*

***deleted***

Or. en

**Amendment 67**

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

*Text proposed by the Commission*

– ***price per minute,***

*Amendment*

***deleted***

Or. en

**Amendment 68**

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

*Text proposed by the Commission*

*Amendment*

– *price per kWh.*

*deleted*

Or. en

## **Amendment 69**

### **Proposal for a regulation Article 5 – paragraph 6**

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

## **Amendment 70**

### **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 of smart recharging.



## Amendment 71

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

*Text proposed by the Commission*

*Amendment*

**8a. Operators of recharging points shall ensure that the recharging stations operate in a good working condition and that maintenance and repair operations are executed as soon as a malfunction has been notified.**

Or. en

## Amendment 72

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

*Text proposed by the Commission*

*Amendment*

**8b. In accordance with Article 18 of this Regulation, operators of recharging stations shall make data on the operational status and, if necessary, on the maintenance status available to all stakeholders and Member States.**

Or. en

## Amendment 73

### 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 parking and rest areas on** the TEN-T road

9. Member States shall take the necessary measures to ensure that appropriate signposting is deployed **along** the TEN-T road network where alternative

network where alternative fuels infrastructure is installed, to enable easy identification of the exact location of the alternative fuels infrastructure.

fuels infrastructure is installed, to enable easy identification of the exact location of the alternative fuels infrastructure.

Or. en

#### **Amendment 74**

##### **Proposal for a regulation**

##### **Article 6 – paragraph 1 – subparagraph 1**

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

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

###### *Amendment*

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

Or. en

#### **Amendment 75**

##### **Proposal for a regulation**

##### **Article 6 – paragraph 1 – subparagraph 2**

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

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

###### *Amendment*

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

Or. en

## Amendment 76

### Proposal for a regulation

#### Article 6 – paragraph 1 – subparagraph 3

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

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

##### *Amendment*

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

Or. en

## Amendment 77

### Proposal for a regulation

#### Article 7 – paragraph 1 – subparagraph 1 – introductory part

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

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*

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 ***payment card readers and, if possible, contactless devices that are able to read payment cards.***

Or. en

## Amendment 78

### Proposal for a regulation

#### Article 7 – paragraph 1 – subparagraph 1 – point a

*Text proposed by the Commission*

*Amendment*

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

Or. en

## Amendment 79

### Proposal for a regulation

#### Article 7 – paragraph 1 – subparagraph 1 – point b

*Text proposed by the Commission*

*Amendment*

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

Or. en

## Amendment 80

### Proposal for a regulation

#### Article 7 – paragraph 4

*Text proposed by the Commission*

*Amendment*

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

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

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.

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 81

### 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 82

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

*Text proposed by the Commission*

*Amendment*

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

1. Member States shall ensure that a minimum shore-side electricity supply for seagoing container and passenger ships is provided in maritime ports. To that end, Member States shall take the necessary measures to ensure that by 1 January **2025**:

## Amendment 83

### Proposal for a regulation

#### Article 9 – paragraph 1 – point a

*Text proposed by the Commission*

(a) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by seagoing container ships above **5000** gross tonnes, in the previous three years, is above 50 have sufficient shore-side power output to meet at least 90% of that demand;

*Amendment*

(a) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by seagoing container ships above **400** gross tonnes, in the previous three years, is above 50 have sufficient shore-side power output to meet at least 90% of that demand;

Or. en

## Amendment 84

### Proposal for a regulation

#### Article 9 – paragraph 1 – point b

*Text proposed by the Commission*

(b) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by seagoing ro-ro passenger ships and high-speed passenger craft above **5000** gross tonnes, in the previous three years, is above 40 have sufficient shore-side power output to satisfy at least 90% of that demand;

*Amendment*

(b) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by seagoing ro-ro passenger ships and high-speed passenger craft above **400** gross tonnes, in the previous three years, is above 40 have sufficient shore-side power output to satisfy at least 90% of that demand;

Or. en

## Amendment 85

### Proposal for a regulation

#### Article 9 – paragraph 1 – point c

*Text proposed by the Commission*

(c) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by passenger ships other than ro-ro passenger ships and high-speed passenger craft above **5000** gross tonnes, in the previous three years, is above 25 have sufficient shore-side power output to meet at least 90% of that demand.

*Amendment*

(c) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by passenger ships other than ro-ro passenger ships and high-speed passenger craft above **400** gross tonnes, in the previous three years, is above 25 have sufficient shore-side power output to meet at least 90% of that demand.

Or. en

**Amendment 86**

**Proposal for a regulation**  
**Article 11 – paragraph 1**

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 87**

**Proposal for a regulation**  
**Article 11 – paragraph 2**

*Text proposed by the Commission*

2. Member States shall designate in their national policy frameworks TEN-T core maritime ports that shall provide

*Amendment*

2. Member States shall designate in their national policy frameworks TEN-T core maritime ports that shall provide

access to the refuelling points *for LNG* referred to in paragraph 1, also taking into consideration actual market needs and developments.

access to the refuelling points referred to in paragraph 1, also taking into consideration actual market needs and developments *and their obligations in relation to the Union climate neutrality objective.*

Or. en

## Amendment 88

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

## Amendment 89

### Proposal for a regulation

#### Article 13 – paragraph 1 – subparagraph 1 – point h

*Text proposed by the Commission*

*Amendment*

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

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

Or. en



## Amendment 90

### Proposal for a regulation

#### Article 13 – paragraph 1 – subparagraph 1 – point j

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

## Amendment 91

### Proposal for a regulation

#### Article 13 – paragraph 1 – subparagraph 1 – point k

*Text proposed by the Commission*

(k) measures to remove possible obstacles with regards to planning, permitting and procuring of alternative fuels infrastructure;

*Amendment*

(k) measures to remove possible obstacles with regards to planning, permitting and procuring of alternative fuels infrastructure ***by ensuring that no more than six months pass between the initial application and the actual deployment;***

Or. en

## Amendment 92

### Proposal for a regulation

#### Article 13 – paragraph 2 a (new)

*Text proposed by the Commission*

*Amendment*

***2a. Member States shall assess the cumulative contribution of the provisions laid down in paragraph 1 to the Union 2030 climate target and the objective of reaching climate neutrality by 2050, as***

### **Amendment 93**

#### **Proposal for a regulation Article 13 – paragraph 3**

*Text proposed by the Commission*

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

*Amendment*

3. Member States shall ensure that national policy frameworks take into account, as appropriate, the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of the stakeholders concerned. ***Those regional and local authorities shall be consulted on a regular basis for their input regarding the deployment of the alternative fuels infrastructure.***

### **Amendment 94**

#### **Proposal for a regulation Article 13 – paragraph 5**

*Text proposed by the Commission*

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

*Amendment*

5. Support measures for alternative fuels infrastructure shall ***be aligned to the Union 2030 climate target and the objective of reaching climate neutrality by 2050 and*** comply with the relevant State aid rules of the TFEU.

## Amendment 95

### Proposal for a regulation

#### Article 13 – paragraph 7 – introductory part

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

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

##### *Amendment*

7. The Commission shall assess the draft national policy frameworks and may issue recommendations to a Member State no later than six months after the submission of the draft national policy frameworks as referred to in paragraph 1. Those recommendations ***shall be made publicly available in an easily understandable and readable form and*** may, in particular, address:

Or. en

## Amendment 96

### Proposal for a regulation

#### Article 13 – paragraph 7 – point a

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

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

##### *Amendment*

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

Or. en

## Amendment 97

### Proposal for a regulation

#### Article 13 – paragraph 9

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

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

##### *Amendment*

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

*understandable form.*

Or. en

## Amendment 98

### Proposal for a regulation

#### Article 14 – paragraph 1

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

## Amendment 99

### Proposal for a regulation

#### Article 15 – paragraph 2

*Text proposed by the Commission*

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

*Amendment*

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

## **Amendment 100**

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

## **Amendment 101**

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

## **Amendment 102**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

### **Amendment 103**

#### **Proposal for a regulation**

#### **Article 15 – paragraph 4 – point f**

*Text proposed by the Commission*

*Amendment*

**(f) the number of publicly accessible refuelling points for LNG for motor vehicles;**

*deleted*

Or. en

### **Amendment 104**

#### **Proposal for a regulation**

#### **Article 15 – paragraph 4 – point g**

*Text proposed by the Commission*

*Amendment*

**(g) the number of publicly accessible CNG refuelling points for motor vehicles;**

*deleted*

Or. en

### **Amendment 105**

#### **Proposal for a regulation**

#### **Article 15 – paragraph 4 – point j a (new)**

*Text proposed by the Commission*

*Amendment*

**(ja) refuelling and recharging points**

*for the public transport fleets.*

Or. en

## **Amendment 106**

### **Proposal for a regulation**

#### **Article 16 – paragraph 2**

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

2. Where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State is at risk of not meeting its national targets as referred to in Article 3(1), the Commission may issue a finding to this effect and request the Member State concerned to take corrective measures to meet the national targets. Within three months following the receipt of the Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1). The corrective measures shall entail additional actions that the Member State shall implement to meet the targets set in Article 3 (1) and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest progress report as referred to in Article 14 with these corrective measures and submit it to the Commission.

##### *Amendment*

2. Where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State is at risk of not meeting its national targets as referred to in Article 3(1), the Commission may issue a finding to this effect and request the Member State concerned to take corrective measures to meet the national targets. Within three months following the receipt of the Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1). The corrective measures shall entail additional actions that the Member State shall implement to meet the targets set in Article 3 (1) and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest progress report as referred to in Article 14 with these corrective measures and submit it to the Commission. ***Where the Commission finds that the corrective measures are not satisfactory, the Commission shall take the necessary measures in respect of that Member State. The measures should be proportionate, appropriate and in accordance with the Treaties.***

Or. en

## Amendment 107

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

## Amendment 108

### Proposal for a regulation Article 18 – title

*Text proposed by the Commission*

*Data provisions*

*Amendment*

*Provision of data*

Or. en

## Amendment 109

### Proposal for a regulation Article 18 – paragraph 2 – point a – point i

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

## Amendment 110

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



*Text proposed by the Commission*

*Amendment*

**(ia) facilities offering protection from rain or other severe weather conditions,**

Or. en

## **Amendment 111**

**Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

**(ib) illumination during night-time charging,**

Or. en

## **Amendment 112**

**Proposal for a regulation**

**Article 18 – paragraph 2 – point b – point iv**

*Text proposed by the Commission*

*Amendment*

(iv) power output (kW),

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

Or. en

## **Amendment 113**

**Proposal for a regulation**

**Article 18 – paragraph 2 – point c – point iii**

*Text proposed by the Commission*

*Amendment*

(iii) ad hoc price.

(iii) ad hoc price ***per kWh,***

Or. en

#### **Amendment 114**

##### **Proposal for a regulation**

##### **Article 18 – paragraph 2 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

**(ca) *accepted payment methods,***

Or. en

#### **Amendment 115**

##### **Proposal for a regulation**

##### **Article 18 – paragraph 2 – point c b (new)**

*Text proposed by the Commission*

*Amendment*

**(cb) *available languages on the display,***

Or. en

#### **Amendment 116**

##### **Proposal for a regulation**

##### **Article 18 – paragraph 2 – point c c (new)**

*Text proposed by the Commission*

*Amendment*

**(cc) *capability of smart charging,***

Or. en

#### **Amendment 117**

##### **Proposal for a regulation**

##### **Article 18 – paragraph 2 – point c d (new)**

*Text proposed by the Commission*

*Amendment*

**(cd) *capability of bidirectional charging.***

Or. en

## Amendment 118

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

*Text proposed by the Commission*

*Amendment*

**3a. By 31 December 2026, the Commission shall establish a common European access point for alternative fuels data. This common European access point shall connect all National Access Points and offer access to all data referred to in paragraph 2. The Commission shall ensure that the common European access point is made available to public and easily accessible.**

Or. en

## Amendment 119

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

## Amendment 120

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

*Text proposed by the Commission*

*Amendment*

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

(c) establish detailed procedures **and technical requirements** enabling the **uniform European** provision and exchange of data required pursuant to

*paragraphs 2, 4 and 5.*

Or. en

## **Amendment 121**

### **Proposal for a regulation Article 18 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***4a. Member States shall ensure that their National Access Points allow for an automated and uniform data exchange with the common European access point and the operators of publicly accessible recharging and refuelling points, in accordance with the procedures and technical requirements to be established in accordance with paragraph 6.***

Or. en

## **Amendment 122**

### **Proposal for a regulation Article 19 – paragraph 5**

*Text proposed by the Commission*

*Amendment*

***5. CNG refuelling points for motor vehicles deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in point 8 of Annex II.***

***deleted***

Or. en

## **Amendment 123**

### **Proposal for a regulation Article 19 – paragraph 7 – introductory part**

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 124**

**Proposal for a regulation  
Article 19 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 19a**

**Penalties**

- 1. Member States shall lay down rules on penalties for infringements by the relevant entities of the requirements laid down in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 18 of this Regulation and shall take all measures necessary to ensure that those rules are implemented.**
- 2. The penalties provided for must be effective, proportionate and dissuasive.**
- 3. The Member States shall notify the rules referred to in paragraph 1 to the Commission without delay.**

Or. en

**Amendment 125**

**Proposal for a regulation  
Annex I – paragraph 1 – point 1 – point a – introductory part**

*Text proposed by the Commission*

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

*Amendment*

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

## Amendment 126

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

## Amendment 127

### Proposal for a regulation

#### Annex I – paragraph 1 – point 1 – point b – indent 6

*Text proposed by the Commission*

*Amendment*

– **LNG road refuelling stations: number of refuelling stations and capacity of stations;**

**deleted**

Or. en

## Amendment 128

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

– LNG refuelling points at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;

– LNG, **hydrogen and ammonia** refuelling points at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;

Or. en

## Amendment 129

### Proposal for a regulation

#### Annex I – paragraph 1 – point 3 – indent 1

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

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

##### *Amendment*

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

Or. en

## Amendment 130

### Proposal for a regulation

#### Annex I – paragraph 1 – point 3 – indent 3

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

– alternative fuels infrastructure deployment within urban nodes;

##### *Amendment*

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

Or. en

## Amendment 131

### Proposal for a regulation

#### Annex II – Part 9 – point 9.3

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

9.3. The **common methodology for alternative fuels unit price comparison set**

##### *Amendment*

9.3. The **up to date price per kW/h for ad hoc electricity recharging**.

*out by Commission Implementing  
Regulation (EU) 2018/732.*

Or. en



## EXPLANATORY STATEMENT

### *Introduction*

Transport and mobility is the lifeblood of society and an essential part of everyday day life, affecting the wellbeing of European citizens. It concerns all of us. A sustainable, affordable and well-functioning transport sector available to all citizens is the backbone of the EU internal market and of utmost importance to ensure accessibility and connectivity of all regions of the European Union.

The European transport sector is currently undergoing a transformation of historic dimensions. Being responsible for over 27 percent of all greenhouse gas (GHG) emissions in the Union, the sector has a significant ecological footprint. While the Union's overall emissions decreased between 1990 and 2019, transport is the only major emitting sector whose emissions increased. This negative trend is not compatible with the Union's transition towards a sustainable society or its climate objectives. It also falls short of maximising the potential of Europe's industry to be a global frontrunner leading the shift towards sustainable mobility.

As outlined in the European Green Deal, the transport sector needs to cut at least 90 percent of its emissions by 2050, making the decarbonisation of the sector key for the Union to achieve its long-term objective of reaching climate neutrality, as set out in the European Climate Law.

Certainly, decarbonising transports will not come without challenges, but it also offers great opportunities. By shifting to sustainable, renewable and efficient energy solutions across all transport modes, the Union can reduce GHG emissions and air pollution to improve the quality of life and health of citizens, create new high-quality jobs while modernising and strengthening European industry and its competitiveness.

Sustainable alternative fuels and their infrastructure play a key role in this transition. A swift and continuous roll-out of alternative fuels infrastructure is a fundamental prerequisite to support and further boost the market uptake of sustainable vehicles, vessels and transport solutions. It is therefore crucial to have the best possible legal framework in place, to enable sufficient levels of deployment of alternative fuels infrastructure, and incentivise investments in sustainable technologies. The investment decisions that will be taken in the near future will be instrumental to put the transport sector on the right path in its ongoing transition and to ensure that it sufficiently contributes to reducing the Union's GHG emissions by 55 percent by 2030 and to net-zero by 2050.

### *Current status of alternative fuels infrastructures in the EU*

Directive 2014/94/EU on the deployment of alternative fuels infrastructure entered into force in November 2014, and Member States should transpose the provisions into national law by 18 November 2016.

The Directive sets out a framework of common measures for the deployment of alternative fuels infrastructure. Although the Directive has had a certain positive impact on the deployment of alternatively fuels infrastructure, its shortcomings are clearly visible. The internal market is fragmented and there is a persisting lack of a seamless and interoperable network of

alternative fuels infrastructure across the Union. It is painstakingly clear that the Directive has failed to meet the key objective of ensuring a coherent market development of alternative fuels infrastructure in the EU.

Your Rapporteur is convinced that a stronger and more coherent legal framework is required to enable a sufficient increase in the deployment and market uptake of sustainable alternative fuels, to ensure a fully interconnected and interoperable network across the Union. Without further EU action, the current lack of appropriate infrastructure is likely to impede progress, notably by becoming a barrier to the needed market growth of low- and zero-emission vehicles, vessels and aircraft.

Therefore, your Rapporteur welcomes the Commission's proposal to turn the Directive into a Regulation. This is required to deliver sustainable, affordable and well-functioning transports available to all citizens and to meet the increased climate ambition for 2030 and the needs of the transition to climate neutrality by 2050. Your Rapporteur agrees that legally binding minimum requirements for Member States to deploy this infrastructure will give the Union the best possible capability to support the required uptake of alternative fuel vehicles, in all Member States and across all transport modes. Harmonised provisions will ensure the required accessibility to recharging and refuelling stations, facilitating the mobility of citizens in daily life, while also strengthening territorial cohesion and helping all regions in their transition towards a greener, climate neutral future. Furthermore, transparent and fair pricing, combined with uniform and easy-to-use payment solutions for users, are necessary to guarantee full accessibility for all citizens and to make it easier to switch to sustainable transport solutions.

The Commission's proposal is a good starting point in many aspects, but your Rapporteur believes that there is room for further improvement and therefore proposes to strengthen the policy framework as follows:

### ***Decarbonisation of road transports***

The decarbonisation of road transports is of paramount importance and zero-emission technologies are developing rapidly in the automotive landscape. To support this development, it is crucial that the required infrastructure is deployed in large scale.

Your Rapporteur welcomes the Commission's proposal to introduce mandatory targets for the deployment of publicly accessible recharging stations for electric light-duty vehicles. However, to ensure a rapid, complete, fair and geographically inclusive development of e-mobility across the entire Union, your Rapporteur believes that distance-based targets along both the TEN-T core and comprehensive networks must apply by 2025. In order to fully support and maximise the increasing share of electric vehicles on the market, it is also important to strengthen the fleet-based target through a higher minimum power output per vehicle. This will be particularly important in the short- and medium-term, to ensure a basic coverage enabling users to charge wherever they are driving. Therefore, the power output requirement per vehicle should be linked to the share of electric vehicles in the fleet, with higher output requirements initially which would then digress over time, as the share increases.

Concerning heavy duty vehicles (HDVs), your Rapporteur believes that targets must be significantly strengthened so as to meet the expected demand from the market. First and foremost, it is imperative that the provisions in place are designed from a user-centric

perspective and that they meet the needs of lorry drivers. This means increasing significantly the minimum power output of chargers, to enable drivers to charge up during rest periods and increased capacity for charging stations in safe and secure parking areas. Also here, the proposed roll-out of recharging stations along the TEN-T network must be swifter and more complete than in the Commission's proposal, in order to support the market penetration of battery electric trucks.

As regards LNG in road transport, on the other hand, your Rapporteur does not believe that this fuel has any significant potential to reduce GHG emissions from HDVs. Consequently, the Union should not encourage any further development of this infrastructure, which would risk stranded assets and detrimental lock-in effects in fossil technologies at the expense of sustainable alternatives with a higher potential to reduce emissions. Thus, LNG refuelling infrastructure for HDVs should not be part of this regulation.

### ***Ensuring user-friendly and accessible recharging***

Recharging of vehicles must be easy, efficient and accessible for all people in society. Therefore, all publicly accessible charging and refuelling stations shall be fully accessible to persons with reduced mobility. Furthermore, operators of charging stations shall be obliged to display the ad hoc price in 'price per kWh' before the start of a recharging session and ensure that electronic card payment is always possible. To enable better management of the electricity grid all charging points shall be capable of smart charging, which will ultimately lead to lower electricity prices for consumers.

Your Rapporteur also believes it is important to improve the transparency and quality of the data which operators of recharging and refuelling stations are obliged to make available. This also includes delegating power to the Commission to set up a common European access point at European level, to facilitate price comparisons between actors across the internal market, as well as setting up an EU-level interface enabling users to access an exhaustive EU-wide map and route planner containing all publicly accessible recharging and refuelling stations.

### ***Hydrogen refuelling infrastructure***

Clean hydrogen will be essential to reach the Union objectives under the European Green Deal and to reach climate neutrality by 2050. A rapid technology development is taking place and Europe must harness the full potential of the hydrogen refuelling ecosystem for heavy duty road transport, which will require both gaseous and liquid hydrogen. Therefore, your Rapporteur proposes to increase further the deployment of distance-based refuelling stations for HDVs along the TEN-T network. Member States shall also ensure that an appropriate number of hydrogen refuelling points are deployed for maritime transports.

### ***Supply of shore-side electricity and of electricity to stationary aircraft***

Your Rapporteur agrees with the Commission's proposal to ensure that all TEN-T core and comprehensive network airports provide electricity supply to stationary aircraft.

Regarding shore-side electricity supply, however, the proposal must be strengthened, to

further reduce ships' GHG emissions at berth. Although the technology exists for two decades, few ships in the Union today connect to shore-side electricity supply. In order to further support the increased deployment of this infrastructure and its business case, your Rapporteur strengthens the relevant provisions both in terms of lowering the tonnage limit for ships and by advancing the deployment date to 2025.

### *Ensuring compliance and transparency*

Your Rapporteur believes it is of utmost importance that the obligations laid down in this Directive are complied with. Therefore, Member States should take all measures necessary to ensure that the rules are followed and establish penalties for any infringements. Additionally, the framework for ensuring that Member States make progress and meet national targets must be made more transparent and robust.

**ANNEX: LIST OF ENTITIES OR PERSONS  
FROM WHOM THE RAPPORTEUR HAS RECEIVED INPUT**

The following list is drawn up on a purely voluntary basis under the exclusive responsibility of the rapporteur. The rapporteur has received input from the following entities or persons in the preparation of the draft report:

<b>Entity and/or person</b>
Mazda Motor Europe
EnBW Energie Baden-Württemberg AG
Federation Internationale de l'Automobile
ChargeUp Europe
Huject
European Copper Institute
Deutschen Sparkassen- und Giroverband
EDF – European Affairs Division
Daimler
Alstom
Transport & Environment
Volkswagen
European Automobile Manufacturers' Association
Deutscher Städtetag
Tesla
Nationale Leitstelle Ladeinfrastruktur
Methanol Institute
VDA - Verband der Deutschen Automobilindustrie e. V.
UNIFE - The European Rail Supply Industry Association
ADAC Automobile Club
BEUC European Consumer Organisation
VZBV Verbraucherzentrale Bundesverband
Monopolkommission
CLEPA
ePURE - European renewable ethanol
SmartEN
NABU (Naturschutzbund Deutschland) e.V.
Zentralverband der deutschen Seehafenbetriebe e.V.
Initiative Deutsche Zahlungssysteme e.V.
ubitricity Gesellschaft für verteilte Energiesysteme
Verband kommunaler Unternehmen e.V.
ÖBB-Holding AG
ADV Flughafenverband
VDR – Verband Deutscher Reeder
Eurocities
Nati
BMW
Honda

European Sea Ports Organisation - ESPO
Clean Air Task Force
SHV Energy
Zürich 5 Coalition
Liquid Gas Europe
Parking Energy
E.ON
Eaton
Transdev
Eurelectric
Shell
Payments Europe
Mastercard
Visa
FedEx
Federation of European Private Port Companies and Terminals
Aena
Union Française de l'Électricité
Volvo
Avis Budget Group
Europcar Mobility Group
Hertz Corporation
Cruise Lines International Association Europe
Robert Bosch GmbH
Scania
Freie und Hansestadt Hamburg
avere
CEDEC - European Federation of Local Energy Companies
BDEW Bundesverband der Energie- und Wasserwirtschaft e.V.
TRATON
Wiener Stadtwerke
Leaseurope
Costa Group
Bundesverband der Deutschen Industrie e.V.
Union Internationale des Transports Publics
GRTgaz
Fastned
International DME Association
The European Association for Storage and Energy - EASE
AeroSpace and Defence Industries Association of Europe
Portugal Shipowners
bp
Verband Deutscher Verkehrsunternehmen e.V.
SHARE NOW
Groupe ADP
Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft
Verband der Elektro- und Digitalindustrie e.V.
Charging Interface Initiative e.V.

Fraport
BusinessEurope
Iberdrola
Edison
Natural & Bio Gas Vehicle Association
Lucid Motors
E.DSO – European Distribution System Operators
IONITY
Bauindustrie
Hydrogen Europe
Air Liquide
ACI EUROPE
eurogas
Central and East European Transport Initiative
Card Payment Sweden