



2021/0223(COD)

13.12.2021

DRAFT OPINION

of the Committee on Industry, Research and Energy

for the Committee on Transport and Tourism

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

Rapporteur for opinion: Michael Bloss

PA_Legam

SHORT JUSTIFICATION

This decade will require a transformation of all sectors to meet the Paris Agreement and to pursue limiting global heating to 1.5 degrees. In the transport sector, we want the European automotive industry to become a global leader in e-mobility, whilst also moving towards a sustainable modal shift, including through shared mobility, better public transport and active transport, including cycling and walking. This Regulation must enable the transformation, contribute to creating opportunities for European business and create new jobs.

The IPCC 1.5°C report¹ warns that to meet the targets under the Paris Climate Agreement, we must reduce emissions significantly this decade and if action is insufficient now, it will likely be impossible to make up for the deficit later. Reducing emissions of fossil fuels, which are responsible for over 75% of EU greenhouse gas (GHG) emissions² is the priority, to be replaced by a highly energy efficient and 100% renewables based system. In the transport sector, there is no space for new internal combustion engine cars beyond 2030. This is to be enabled through a rapid roll out of alternative fuels infrastructure. In order for the transformation to work, e-mobility users need to be able to drive from the north of Sweden to the south of Bulgaria, while taking into consideration the different starting points of Member States and regions

This Regulation's objective is to deliver a substantial increase in the electrification of road transport. Infrastructure projects take years to design, plan and build and remain in operation for decades. We must therefore make the right choices today to support the most efficient and sustainable technologies, to avoid stranded assets and create a perspective for millions of good jobs in the automotive sector and thousands of highly innovative companies in the industry.

The application of the energy efficiency first principle must be a priority throughout the system including regarding the well-to-wheel energy efficiency of different zero emissions technologies. This is to keep costs in check, while providing numerous co-benefits including reductions in GHG and import dependency, better air quality and more space, especially in urban areas. Each new infrastructure project should be duly assessed on efficiency as compared to electrification and options for sustainable modal shift.

Affordable mobility is a precondition for participating actively in society. The transformation of the transport system must therefore go hand in hand with providing affordable transport solutions to everyone. The rapporteur strives to make switching to sustainable transport solutions, especially to e-mobility, as easy as possible for citizen and protect them from high prices. Consumers must be empowered to actively participate in the system through their transport and refuelling choices. Smart and bi-directional charging, and the capability to participate in demand response will not only increase efficiency, but also allows citizen to get remuneration for their choices.

To ensure quick adoption of e-mobility, it will be essential to make charging hassle-free, by setting requirements for payment card readers at charging stations, to provide price transparency and comparability, as well as to ensure non-discrimination between end-users and

¹ IPCC, 2018: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty [Masson-Delmotte, V., P. Zhai, H.-O. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. In Press. <https://www.ipcc.ch/sr15/>

² European Commission, 17 September 2020, https://ec.europa.eu/commission/presscorner/detail/en/ip_20_1599

mobility service providers. Prices for alternative fuels must be easy to compare and provide relevant consumer information, such as price per kW/h for ad hoc electricity charging.

The Commission proposal is a good start when it comes to setting binding targets for the roll out of publicly accessible recharging stations for light and heavy-duty vehicles. However, your rapporteur proposes to increase this further, ensuring that people will be able to travel across the whole continent by electric vehicle as soon as 2025.

Renewable hydrogen is crucial for the transition, but as only a limited supply will be available during this decade, it is vital to reserve it for sectors that are hardest to decarbonise. Battery electricity has already proven to be the most affordable technology in light duty transport and according to industry estimates, four out of five zero emission trucks in 2030 will be battery electric³. Hydrogen-refuelling stations should be available in multimodal transport hubs.

Citizens in port cities across Europe suffer bad air quality and noise from cruise ships and other vessels and have therefore pressed their governments to ban or deviate such ships. At the same time, technologies are available for electric services for ships, as well as renewable fuel powered and battery powered ships for transport, including on inland waterways. Your rapporteur proposes therefore all ports to be equipped with such installations. This will speed up the roll out of new and more sustainable technologies.

Numerous studies have shown that LNG only has a marginal climate benefit and the World Bank has explicitly called⁴ on regulators to avoid any policy support to LNG in the maritime sector, including as a transitional fuel, due to the risk of stranded assets. Already today, companies are cancelling LNG projects (e.g. Cork terminal and Wilhelmshaven), instead investing in becoming renewable hydrogen hubs.

In airports, energy services to aircrafts and ground services must be electrified. It is welcome that Commission has recognised the potential of generating renewable energy sources on site. However, we need to go further: If we are to achieve our climate targets, actually all electricity for mobility must progressively come from additional renewable energy sources. E-kerosene and other synthetic fuels need to be based on renewables and direct air capture CO₂, to reap climate benefits. Your rapporteur therefore proposes the following amendments:

AMENDMENTS

The Committee on Industry, Research and Energy calls on the Committee on Transport and Tourism, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation

Recital 2

³ Clean Trucking Alliance 2021 <https://clean-trucking.eu/>

⁴ Englert, Dominik; Losos, Andrew; Raucci, Carlo; Smith, Tristan. 2021. The Role of LNG in the Transition Toward Low- and Zero-Carbon Shipping. World Bank, Washington, DC. © World Bank. License: CC BY 3.0 IGO. <https://openknowledge.worldbank.org/handle/10986/35437>

Text proposed by the Commission

(2) Various instruments of Union law already set targets for renewable fuels. Directive 2018/2001/EU of the European Parliament and of the Council⁴⁵ for instance set a market share target ***of 14 % of*** renewables in transport fuels.

⁴⁵ Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82).

Amendment

(2) Various instruments of Union law already set targets for renewable fuels. Directive 2018/2001/EU of the European Parliament and of the Council⁴⁵ for instance set a market share target ***for*** renewables in transport fuels.

⁴⁵ Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82).

Or. en

Amendment 2

Proposal for a regulation Recital 4

Text proposed by the Commission

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

Amendment

(4) The initiatives on ReFuelEU aviation⁴⁸ and FuelEU maritime⁴⁹ should boost the production and uptake of alternative in aviation and maritime transport. While the fuel use requirements for ***advanced biofuels and synthetic fuels for*** aviation can largely rely on the existing refuelling infrastructure, investments are needed for the electricity supply ***at airports and may be needed not only immediately for fossil fuel-free*** stationary aircraft ***powering and ground-based vehicles charging, but also for the recharging and refuelling of aircrafts, when zero-emission technologies for aviation - such as renewables-based electric and hydrogen propelled aircrafts emerge***. The FuelEU maritime initiative sets requirements in particular for the use of ***onshore*** power that can only be fulfilled if an adequate level of ***onshore*** power supply

is deployed in ports. ***When renewable hydrogen and ammonia powered vessel technologies grow, associated refuelling infrastructure would be required.***

However those initiatives do not contain any provisions on the required fuel infrastructure which are a prerequisite that the targets can be met.

⁴⁸ COM(2021) 561.

⁴⁹ COM(2021) 562.

⁴⁸ COM(2021) 561.

⁴⁹ COM(2021) 562.

Or. en

Amendment 3

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) Therefore all modes of transport should be addressed in one instrument which should take into account a variety of alternative fuels. The use of zero-emission powertrain technologies is at different stages of maturity in the different modes of transport. In particular, in the road sector, a rapid uptake of battery-electric and plug-in hybrid vehicles is taking place. ***Hydrogen fuel-cell road vehicles are available to markets, as well.*** In addition, smaller hydrogen and battery electric vessels ***and hydrogen fuel-cell trains*** are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation ***and waterborne sectors continue*** to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are ***expected to enter*** the market ***only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time.*** The use of fossil gaseous or liquid fuels is only

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. In addition, smaller hydrogen and battery electric vessels 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 ***sector continues*** to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are ***not on*** the market ***yet.*** 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

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*.

renewable fuels.

Or. en

Amendment 4

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) Such biofuels and synthetic fuels, substituting diesel, petrol and jet fuel, can be produced from *renewables* 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.

Or. en

Amendment 5

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) *LNG is likely to play a continued*

Amendment

(7) The Communication on the Smart

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.

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. Maritime transport for inland waterways, with normally smaller vessels and shorter distances, zero-emission powertrain technologies, such as hydrogen and electricity, *are becoming mature technologies and* should enter the markets more quickly. 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 6

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

Amendment

(8) In the heavy-duty road transport sector, *major economic actors turn to zero emission solutions*. 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

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.*

sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore *no further targets are required.*

Or. en

Amendment 7

Proposal for a regulation

Recital 9

Text proposed by the Commission

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

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 not create the long-term certainty needed for substantive market investment. Mandatory minimum targets for Member States at national level should therefore provide policy orientations and complement National Policy Frameworks. That approach should combine national fleet based targets with distance-based targets for the trans-European network for transport (TEN-T), *as well as a radius based approach*. 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.

the Union. ***Radius based targets should cater for the specific situation of urban areas on the one hand and sparsely populated areas on the other.***

Or. en

Amendment 8

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9 a) Sparsely populated areas are less attractive for private investment in recharging infrastructure, due to lower traffic flows and recharging demand. In order for Member States to be able to effectively comply with their obligations under this Regulation, and realise the deployment of recharging infrastructure also in sparsely populated areas, Union state aid rules should provide for increased public support of charging infrastructure in such areas.

Or. en

Amendment 9

Proposal for a regulation

Recital 20

Text proposed by the Commission

Amendment

(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council⁵² enable real-time data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of recharging services. By providing energy metering in real time and accurate and transparent information on the cost, they

(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council⁵² enable real-time data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of recharging services. By providing energy metering in real time and accurate and transparent information on the cost, they

encourage, in combination with smart recharging points, recharging at times of low general electricity demand and low energy prices. The use of smart metering systems in combination with smart recharging points can optimise recharging, with benefits for the electricity system and for the end user. Member States should encourage the use of smart metering system for the recharging of electric vehicles at publicly accessible recharging stations, where technically feasible and economically reasonable, and ensure that these systems comply with the requirements laid down in Article 20 of Directive (EU) 2019/444.

⁵² 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).

encourage, in combination with smart ***recharging points, as well as bi-directional*** recharging points, recharging at times of low general electricity demand and low energy prices. The use of smart metering systems in combination with smart recharging points can optimise recharging, with benefits for the electricity system and for the end user. Member States should encourage the use of smart metering system for the recharging of electric vehicles at publicly accessible recharging stations, where technically feasible and economically reasonable, and ensure that these systems comply with the requirements laid down in Article 20 of Directive (EU) 2019/444.

⁵² 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 10

Proposal for a regulation Recital 21

Text proposed by the Commission

(21) The increasing number of electric vehicles in road, rail, maritime and other transport modes will require that recharging operations are optimised and managed in a way that does not cause congestion and takes full advantage of the availability of renewable electricity and low electricity prices in the system. Smart recharging in particular can facilitate the integration of electric vehicles into the electricity system further as it enables demand response through aggregation and

Amendment

(21) The increasing number of electric vehicles in road, rail, maritime and other transport modes will require that recharging operations are optimised and managed in a way that does not cause congestion and takes full advantage of the availability of renewable electricity and low electricity prices in the system. Smart recharging in particular can facilitate the integration of electric vehicles into the electricity system further as it enables demand response through aggregation and

through price based demand response. System integration can further be facilitated through bi-directional recharging (vehicle-to-grid). All normal recharging points at which vehicles are typically parked for a longer period should therefore support smart recharging.

through price based demand response. ***It should be possible that smart recharging is realised on normal charging speeds as well as during fast charging through response to dynamic price signals or optimisation of power flow.*** System integration can further be facilitated through bi-directional recharging (vehicle-to-grid). All normal recharging points at which vehicles are typically parked for a longer period should therefore support smart recharging.

Or. en

Amendment 11

Proposal for a regulation Recital 21 a (new)

Text proposed by the Commission

Amendment

(21 a) To ensure that the swift transformation towards e-mobility takes place in a sustainable way, the Union should take a global leadership role in sustainable products, technologies, services and innovations in particular concerning a circular, socially fair, environmentally responsible, sustainable and ethically responsible battery value chain.

Or. en

Amendment 12

Proposal for a regulation Recital 23 a (new)

Text proposed by the Commission

Amendment

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

fuels infrastructure, in particular the Recovery and Resilience Facility established by Regulation (EU) 2021/241^{13a}, Commission's Technical Support Instrument established by Regulation (EU) 2021/240^{13b}, the Connecting Europe Facility established by Regulation (EU) 2021/1153^{13c}, 'Alternative Fuels Facility' (AFF) established by Regulation 2022/xxx^{13d} and Horizon Europe partnerships and missions, in particular the proposed Mission on Climate Neutral and Smart Cities, which aims to make 100 cities climate neutral by 2030. In addition, the European Regional Development Fund and the Cohesion Fund established by Regulation (EU) 2021/1058^{13e} are available to support investment in research, innovation and deployment, in particular in the less developed Member States and regions and the Invest EU programme, through its Sustainable Infrastructure window, can bolster future-proof investment across the European Union, help mobilise private investment and provide advisory services to project promoters and operators working in sustainable infrastructure and mobile assets. In recent years, the EIB Group has also ramped up its support to accelerate newer technologies such as e-mobility and digitalisation under the Cleaner Transport Facility, and the EIB is expected to continue providing a range of financing structures to help accelerate the deployment. Member States should tap into these financing possibilities, in particular to support public transport and active transport solutions and to finance measures designed to support citizens in energy poverty.

^{13 a} Regulation (EU) 2021/241 of the European Parliament and of the Council of 12 February 2021 establishing the Recovery and Resilience Facility

^{13b} Regulation (EU) 2021/240 of the

European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument

^{13c} Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014

^{13d} ... Regulation (EU) 2021/....on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council

^{13e} Regulation (EU) 2021/1058 of the European Parliament and of the Council of 24 June 2021 on the European Regional Development Fund and on the Cohesion Fund.

Or. en

Amendment 13

Proposal for a regulation Recital 25

Text proposed by the Commission

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

Amendment

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

services for end users or business practices that may limit competition.

developments such as limitations of services for end users or business practices that may limit competition.

Or. en

Amendment 14

Proposal for a regulation Recital 25 a (new)

Text proposed by the Commission

Amendment

(25 a) The overarching principle of energy efficiency first should be taken into account across all sectors, going beyond the energy system, including in road transport, shipping and aviation. In particular it should be considered in policy, planning and investment decisions related to the deployment of recharging and refuelling infrastructure of alternative fuels, including regarding the well-to-wheel energy efficiency of different zero emission technologies

Or. en

Amendment 15

Proposal for a regulation Recital 26

Text proposed by the Commission

Amendment

(26) Hydrogen-powered motor vehicles have at present very low market penetration rates. However, a build-up of sufficient hydrogen refuelling infrastructure is essential in order to make large-scale hydrogen-powered motor vehicle deployment possible as envisaged in the Commission's hydrogen strategy for a climate-neutral Europe⁵⁴. Currently, hydrogen refuelling points are

(26) Mandatory deployment targets for publicly accessible hydrogen refuelling points should ensure that a sufficiently dense network of hydrogen refuelling points is deployed in multimodal transport hubs.

only deployed in a few Member States and are largely not suitable for heavy-duty vehicles, not allowing for a circulation of hydrogen vehicles across the Union.

Mandatory deployment targets for publicly accessible hydrogen refuelling points should ensure that a sufficiently dense network of hydrogen refuelling points is deployed *across the TEN-T core network to allow for the seamless travel of hydrogen fuelled light-duty and heavy-duty vehicles throughout the Union.*

⁵⁴ COM(2020) 301 final.

⁵⁴ COM(2020) 301 final.

Or. en

Amendment 16

Proposal for a regulation Recital 27

Text proposed by the Commission

(27) *Hydrogen fuelled vehicles should be able to refuel at or close to the destination, which is usually located in an urban area. To ensure that publicly accessible destination refuelling is possible at least in the main urban areas, all urban nodes as defined in Regulation (EU) No 1315/2013 of the European Parliament and of the Council⁵⁵ should provide such refuelling stations.* Within the urban nodes, public authorities should consider to deploy *the* stations within multimodal freight centres as those *are not only the typical destination for heavy-duty vehicles but* could also serve hydrogen to other transport modes, *such as rail and inland shipping.*

⁵⁵ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for

Amendment

(27) Within the urban nodes, public authorities should consider to deploy *hydrogen refuelling* stations within multimodal freight centres as those could also serve hydrogen to other transport modes.

⁵⁵ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for

the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

Or. en

Amendment 17

Proposal for a regulation Recital 28

Text proposed by the Commission

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

⁵⁶ COM(2020) 301 final

Amendment

(28) At the early stage of market deployment there is still a degree of uncertainty with regard to the kind of vehicles that will come into the market and to the kind of technologies that are going to be widely used. To ensure interoperability, all publicly accessible hydrogen stations should at least serve gaseous hydrogen at 700 bar. The infrastructure roll out should also take into account the emergence of new technologies, such as liquid hydrogen. To that end, ***an appropriate*** number of hydrogen refuelling stations should serve also liquid hydrogen in addition to gaseous hydrogen at 700 bar.

⁵⁶ COM(2020) 301 final

Amendment 18**Proposal for a regulation****Recital 29***Text proposed by the Commission*

(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.***

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, ***therefore*** the target should cease to apply

Amendment 19**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

Amendment

(30) Users of alternative fuel vehicles should be able to pay easily and conveniently at all publicly accessible recharging and refuelling points, without the need to enter into a contract with the operator of the recharging or refuelling point or a mobility service provider. Therefore, for recharging or refuelling on

an ad hoc basis, all publicly accessible recharging and refuelling points should accept payment *instruments that are widely used in the Union, and in particular electronic payments through terminals 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.

an ad hoc basis, all publicly accessible recharging and refuelling points should accept payment *cards* widely used in the Union . That ad hoc payment method should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point.

Or. en

Amendment 20

Proposal for a regulation Recital 30 a (new)

Text proposed by the Commission

Amendment

(30 a) To ensure that the charging infrastructure that is to be deployed is used most effectively and to improve consumer confidence in e-mobility, it is essential that the use of publicly accessible recharging stations is open to all users, regardless of the car brand and whether or not they are part of a contract-based payment scheme.

Or. en

Amendment 21

Proposal for a regulation Recital 32

Text proposed by the Commission

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

(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.

waterway vessels. Under the FuelEU maritime initiative, ship operators of container and passenger ships need to comply with provisions to reduce emissions. Mandatory deployment targets should ensure that the sector finds sufficient shore-side electricity supply in maritime ports **and alongside inland waterways** to comply with those requirements. The application of these targets to all maritime **ports and inland** ports should ensure the level playing field between ports.

Or. en

Amendment 22

Proposal for a regulation Recital 33

Text proposed by the Commission

(33) Container ships and passenger ships, being the ship categories which are producing the highest amount of emissions per ship at berth, should as a priority be provided with shore-side electricity supply. ***In order to take into account power demand characteristics while at berth of different passenger ships, as well as port operational characteristics, it is necessary to distinguish between the passenger ship requirements for ro-ro passenger ships and high speed passenger vessels, and those for other passenger ships.***

Amendment

(33) Container ships and passenger ships, being the ship categories which are producing the highest amount of emissions per ship at berth, should as a priority be provided with shore-side electricity supply.

Or. en

Amendment 23

Proposal for a regulation Recital 34

Text proposed by the Commission

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

Amendment

(34) Maritime transport is an important link for the cohesion and economic development of islands in the Union. ***In addition, in many islands the maritime transport is used for the purposes of tourism activities.*** Energy production ***potential*** in these islands ***can be complemented by storage or demand response services*** to account for the power demand required to support the provision of shore-side electricity supply ***and electric charging for vessels and vehicles.*** ***As an exemption from the requirement to provide sufficient locally generated capacity from additional renewable energy sources, an electrical connection with the mainland can be used.***

Or. en

Amendment 24

Proposal for a regulation Recital 36

Text proposed by the Commission

(36) Electricity supply to stationary aircraft at airports should replace the consumption of liquid fuel with a cleaner power source by aircraft (use of Auxiliary Power Unit) or ground power units (GPUs). ***This*** should reduce pollutant and noise emissions, improve air quality and

Amendment

(36) Electricity supply to stationary aircraft at airports should replace the consumption of liquid fuel with a cleaner power source by aircraft (use of Auxiliary Power Unit) or ground power units (GPUs). ***Therefore, all commercial transport operations should make use of***

reduce the impact on climate change. **Therefore, all commercial transport operation should be able to make use of external electricity supply while parked at gates or at outfield positions at TEN-T airports.**

external electricity supply while parked at gates or at outfield positions at airports. In parallel, ground-based vehicles operating in airports should be electrified. This will reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Member States should monitor the potential emergence of renewables-based electric and hydrogen aircraft technologies and guarantee the roll-out of recharging and refuelling infrastructure if relevant.

Or. en

Amendment 25

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 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. ***The revised national policy frameworks should take into utmost account the energy efficiency first principle. Member States should consider the recently released Recommendation and Guidelines on the implementation of the principle¹, which explain how planning, policy and investment decisions can reduce energy consumption in a***

number of key sectors, including transport.

^{1a} Commission Recommendation C(2021) 7014 final of 28.9.2021 on “Energy Efficiency First: from principles to practice. Guidelines and examples for its implementation in decision-making in the energy sector and beyond

Or. en

Amendment 26

Proposal for a regulation

Recital 40

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 27

Proposal for a regulation Recital 44

Text proposed by the Commission

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

Amendment

(44) Simple and easy-to-compare information on the prices of different fuels could play an important role in enabling vehicle users to better evaluate the relative cost of individual fuels available on the market. Therefore, a unit price comparison of *kW/h for electric vehicles charging ad hoc*, should be displayed for information purposes at all relevant fuel stations.

Or. en

Amendment 28

Proposal for a regulation Recital 45

Text proposed by the Commission

(45) It is necessary to provide consumers with sufficient information regarding the geographic location, characteristics and services offered at the publicly accessible recharging and refuelling points of alternative fuels covered by this Regulation. Therefore, Member States should ensure that operators or owners of publicly accessible recharging and refuelling points make relevant static and dynamic data available. Requirements on data types regarding availability of and accessibility to relevant recharging and refuelling-related data should be laid down, building on the outcomes of the Programme Support Action on “Data collection related to

Amendment

(45) It is necessary to provide consumers with sufficient information regarding the geographic location, characteristics and services offered at the publicly accessible recharging and refuelling points of alternative fuels covered by this Regulation. Therefore, Member States should ensure that operators or owners of publicly accessible recharging and refuelling points make relevant static and dynamic data available *at no cost, including into a harmonised EU wide system. This data can then be used by third parties, including aggregators and demand response providers, as well as for consumer comparison and information services on*

recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors” (‘IDACS’).

recharging stations, notably their location, ad hoc price, availability and other parameters that are useful for consumers, with due regard to data protection requirements. Requirements on data types regarding availability of and accessibility to relevant recharging and refuelling-related data should be laid down, building on the outcomes of the Programme Support Action on “Data collection related to recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors” (‘IDACS’).

Or. en

Amendment 29

Proposal for a regulation Recital 46

Text proposed by the Commission

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

⁵⁹ Directive 2010/40/EU of the European

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 Council⁵⁹ for national access points (NAPs). ***For services allowing seamless travel across the Union, a Union wide system should also be created, importing standardised information from national systems.***

⁵⁹ Directive 2010/40/EU of the European

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

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 30

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 ***a broad range of stakeholders, including consumer organisations, as well as*** 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 acts under this Regulation.

Or. en

Amendment 31

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

Amendment

(53) Alternative fuels infrastructure is a fast developing area. The lack of common technical specification constitutes a barrier for the creation of a single market of alternative fuels infrastructure. Therefore, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to norm technical

specifications for areas where common technical specifications are outstanding but necessary. In particular, this should include the communication between the electric vehicle and the recharging point, the communication between the recharging point and the recharging software management system (back-end); the communication related to the electric vehicle roaming service and the communication with the electricity grid. 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.

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 **urgently** 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.

Or. en

Amendment 32

Proposal for a regulation Article 1 – paragraph 1

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 33

Proposal for a regulation

Article 2 – paragraph 1 – point 3 – point c

Text proposed by the Commission

Amendment

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

deleted

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

– *liquefied petroleum gas (LPG),*

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

Or. en

Amendment 34

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 35

Proposal for a regulation

Article 2 – paragraph 1 – point 4

Text proposed by the Commission

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

Amendment

deleted

Or. en

Amendment 36

Proposal for a regulation

Article 2 – paragraph 1 – point 14

Text proposed by the Commission

(14) ‘digitally-connected recharging point’ means a recharging point that can send and receive information in real time, communicate bi-directionally with the electricity grid and the electric vehicle, and that can be remotely monitored and controlled, including to start and stop the recharging session and to measure electricity flows;

Amendment

(14) ‘digitally-connected recharging point’ means a recharging point that can send and receive information in real time, communicate bi-directionally with the electricity grid and the electric vehicle **and a building energy management system, if applicable**, and that can be remotely monitored and controlled, including to start and stop the recharging session and to measure electricity flows;

Or. en

Amendment 37

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)

Amendment 38

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Amendment 39

Proposal for a regulation

Article 2 – paragraph 1 – point 59

Text proposed by the Commission

Amendment

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

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

Amendment 40

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 41

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 42

Proposal for a regulation

Article 3 – paragraph 1 – subparagraph 2 – point a

Text proposed by the Commission

Amendment

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

(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least **3** kW is provided through publicly accessible recharging

stations; and

stations *if a Member State's electric vehicles share of the total projected vehicle for each year fleet is less than 1%*; and

Or. en

Amendment 43

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 at least 2.5 kW is provided through publicly accessible recharging stations if a Member State's electric vehicles share of the total projected vehicle fleet for each year is greater than 1% and below 2.5%; and

Or. en

Amendment 44

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 a Member State's electric vehicles share of the total projected vehicle fleet for each year is greater than 2.5% and below 5%; and

Or. en

Amendment 45

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 a Member State's electric vehicles share of the total projected vehicle fleet for each year is greater than 5% and below 7.5%; and

Or. en

Amendment 46

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 a Member State's electric vehicles share of the total projected vehicle for each year fleet is greater 7.5%;

Or. en

Amendment 47

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

(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least **2** kW is provided

provided through publicly accessible recharging stations.

through publicly accessible recharging stations *if a Member State's electric vehicles share of the total projected vehicle fleet for each year is less than 1%; and*

Or. en

Amendment 48

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 1.65 kW is provided through publicly accessible recharging stations if a Member State's electric vehicles share of the total projected vehicle fleet for each year is between 1% and below 2.5%; and

Or. en

Amendment 49

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 a Member State's electric vehicles share of the total projected vehicle fleet for each year is between 2.5% and below 5%; and

Or. en

Amendment 50

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 a Member State's electric vehicles share of the total projected vehicle fleet for each year is between 5% and below 7.5%; and

Or. en

Amendment 51

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 1 kW is provided through publicly accessible recharging stations if a Member State's electric vehicles share of the total projected vehicle fleet for each year is greater than 7.5%; and

Or. en

Amendment 52

Proposal for a regulation

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

Text proposed by the Commission

Amendment

Without prejudice to points (a) and (b) of this paragraph, Member States shall

ensure the deployment of a minimum amount of recharging infrastructure at national level that is sufficient for:

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

- 5% of electric vehicles in the total projected vehicle fleet by 31 December 2027;

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

Or. en

Amendment 53

Proposal for a regulation

Article 3 – paragraph 2 – point a – introductory part

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 54

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

Amendment

deleted

maximum distance of 60 km in-between them:

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

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

Or. en

Amendment 55

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

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

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

Member States may count the recharging pools of paragraphs 4-6 of this article towards the cluster target.

Or. en

Amendment 56

Proposal for a regulation

Article 3 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. *Member states shall ensure that commercial buildings with public parking facilities with more than 5 parking spaces for light duty vehicles, shall equip at least 20% of their parking spaces with publicly accessible recharging points by 31 December 2025 and at least 40% of their parking spaces with publicly accessible recharging points by 31 December 2030 and ensure that all publicly accessible charging points are equipped with a household power plug that allows for easy charging of electrically power assisted cycles.*

Or. en

Amendment 57

Proposal for a regulation

Article 3 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 58

Proposal for a regulation

Article 3 – paragraph 3 c (new)

Text proposed by the Commission

Amendment

3c. Member States shall ensure that in publicly accessible parking spaces, typically used for long duration parking, at least half allow for smart and bi-directional charging by 2030.

Or. en

Amendment 59

Proposal for a regulation

Article 3 – paragraph 3 d (new)

Text proposed by the Commission

Amendment

3d. Member States shall ensure that all publicly accessible recharging pools along the TEN-T comprehensive network that allow cycle traffic, are equipped with a household power plug that allows for charging of electrically power cycles;

Or. en

Amendment 60

Proposal for a regulation

Article 4 – paragraph 1 – point a – point i

Text proposed by the Commission

Amendment

(i) by 31 December 2025, each recharging pool shall offer a power output of at least **1400** kW and include at least **one** recharging station with an individual power output of at least 350 kW;

(i) by 31 December 2025, each recharging pool shall offer a power output of at least **2000** kW and include at least **two** recharging station with an individual power output of at least 350 kW;

Or. en

Amendment 61

Proposal for a regulation

Article 4 – paragraph 1 – point a – point ii

Text proposed by the Commission

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

Amendment

(ii) by 31 December 2030, each recharging pool shall offer a power output of at least **5000** kW and include at least **four** recharging stations with an individual power output of at least 350 kW;

Or. en

Amendment 62

Proposal for a regulation

Article 4 – paragraph 1 – point b – point i

Text proposed by the Commission

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

Amendment

(i) by 31 December 2030, each recharging pool shall offer a power output of at least **2000** kW and include at least **two** recharging **stations** with an individual power output of at least 350 kW;

Or. en

Amendment 63

Proposal for a regulation

Article 4 – paragraph 1 – point b – point ii

Text proposed by the Commission

(ii) by 1 December 2035, each recharging pool shall offer a power output of at least **3500** kW and include at least **two** recharging stations with an individual power output of at least 350 kW;

Amendment

(ii) by 1 December 2035, each recharging pool shall offer a power output of at least **5000** kW and include at least **four** recharging stations with an individual power output of at least 350 kW;

Or. en

Amendment 64

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 station dedicated to heavy-duty vehicles with a power output of at least 100 kW **are** installed, **enabled for smart and bi-directional charging**;

Or. en

Amendment 65

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 five recharging station dedicated to heavy-duty vehicles with a power output of at least 100 kW are installed and enabled for smart and bi-directional charging;

Or. en

Amendment 66

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

(d) by 31 December 2025, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least **1400** kW are deployed, provided by

recharging stations with an individual power output of at least **150** kW;

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

Or. en

Amendment 67

Proposal for a regulation

Article 4 – paragraph 1 – point e

Text proposed by the Commission

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

Amendment

(e) by 31 December 2030, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least **3500** kW are deployed, provided by recharging stations with an individual power output of at least **350** kW.

Or. en

Amendment 68

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 69

Proposal for a regulation

Article 4 – paragraph 1 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 70

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 71

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 72

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 73

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 74

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 75

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 comply with the requirement in point (a) ***and*** (b).

Or. en

Amendment 76

Proposal for a regulation Article 5 – paragraph 4

Text proposed by the Commission

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

Amendment

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

according to an objective justification.

Or. en

Amendment 77

Proposal for a regulation

Article 5 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 78

Proposal for a regulation

Article 5 – paragraph 5 – introductory part

Text proposed by the Commission

Amendment

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

5. Operators of recharging points shall clearly display the ad hoc price and all its components at all publicly accessible recharging stations operated by them so that these are known to end users before they initiate a recharging session. ***The price per kW/h*** shall be clearly displayed.

Amendment 79

Proposal for a regulation

Article 5 – paragraph 5 – indent 1

Text proposed by the Commission

Amendment

- *price per session,* ***deleted***

Or. en

Amendment 80

Proposal for a regulation

Article 5 – paragraph 5 – indent 2

Text proposed by the Commission

Amendment

- *price per minute,* ***deleted***

Or. en

Amendment 81

Proposal for a regulation

Article 5 – paragraph 5 – indent 3

Text proposed by the Commission

Amendment

- *price per kWh.* ***deleted***

Or. en

Amendment 82

Proposal for a regulation

Article 5 – paragraph 6

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 83

Proposal for a regulation

Article 5 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. Operators of recharging points shall make available information they receive from transmission system operators, electricity suppliers or via their own electricity production on the share of renewable electricity and the greenhouse gas emissions content of the electricity supplied at recharging points operated by them. The information should be provided accurately and in real time in time intervals of no more than one hour, with forecasting, where available.

This information shall be made available to end users digitally including through on board computers and apps or on the

recharging point, and to all stakeholders in accordance with the provisions laid down in article 18 of this Regulation.

Or. en

Amendment 84

Proposal for a regulation Article 5 – paragraph 7

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 85

Proposal for a regulation Article 5 – paragraph 8

Text proposed by the Commission

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

Amendment

8. From the date referred to in Article 24, operators of recharging points shall ensure that all publicly accessible normal power recharging points operated by them are capable of smart recharging.
Complementary to the provision laid down in article 14 (4), publicly accessible recharging points shall be capable of bi-directional recharging.

Or. en

Amendment 86

Proposal for a regulation Article 5 – paragraph 9

Text proposed by the Commission

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

Amendment

9. Member States shall take the necessary measures to ensure that appropriate signposting is deployed ***along*** the TEN-T road network where alternative fuels infrastructure is installed, to enable easy identification of the exact location of the alternative fuels infrastructure. ***Such signposting shall also be deployed at the point where such alternative fuel infrastructure is installed.***

Or. en

Amendment 87

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

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 88

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, **an appropriate** number of publicly accessible hydrogen refuelling stations are put in place by 31 December 2030.

Or. en

Amendment 89

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

deleted

Or. en

Amendment 90

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 2030, at least one publicly accessible hydrogen refuelling station is deployed in multimodal hubs, where also other transport modes could be supplied.

Or. en

Amendment 91

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

Text proposed by the Commission

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

Amendment

deleted

Or. en

Amendment 92

**Proposal for a regulation
Article 6 – paragraph 3**

Text proposed by the Commission

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

Amendment

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

terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.

owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.

Or. en

Amendment 93

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 at least *payment card readers*.

Or. en

Amendment 94

Proposal for a regulation

Article 8

Text proposed by the Commission

Article 8

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

Amendment

deleted

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 95

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 96

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) *by 1 January 2025, all* maritime ports have sufficient shore-side power output to meet demand *by passenger ships and seagoing container ships above 400 gross tonnes*;

Or. en

Amendment 97

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(aa) by 1 January 2030, all maritime ports have sufficient shore-side power output to meet demand by all remaining types of ships above 400 gross tonnes;

Or. en

Amendment 98

Proposal for a regulation

Article 9 – paragraph 1 – point b

Text proposed by the Commission

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 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;

deleted

Or. en

Amendment 99

Proposal for a regulation

Article 9 – paragraph 1 – point c

Text proposed by the Commission

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

deleted

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.

Or. en

Amendment 100

Proposal for a regulation Article 9 – paragraph 2

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 101

Proposal for a regulation Article 9 – paragraph 3

Text proposed by the Commission

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

Amendment

3. Where the maritime port is located on an island *Member States* shall *empower regional authorities to plan on how to deploy* sufficient *additional* locally generated capacity from *renewable* energy sources *to satisfy demand, including through integrated energy systems, storage and demand response. By way of derogation, shoreside electricity demand can be met by the electricity grid.*

Or. en

Amendment 102

Proposal for a regulation

Article 9 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Member States shall ensure that an adequate number of recharging stations commensurate with the demand for battery powered vessels is provided in all maritime ports. At least one recharging point with adequate power output shall be installed in all maritime ports by 1 January 2025.

Or. en

Amendment 103

Proposal for a regulation

Article 10 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all **TEN-T core** inland waterway ports by 1 January 2025;

(a) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all inland waterway ports by 1 January 2025;

Or. en

Amendment 104

Proposal for a regulation

Article 10 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) at least one **installation providing shore-side electricity supply to inland waterway** vessels is deployed at all **TEN-T comprehensive** inland waterway ports by 1 January 2030.

(b) at least one **recharging point with adequate power output for battery powered** vessels is deployed at all inland waterway ports by 1 January 2025;
Member States shall ensure that an

adequate number of recharging stations commensurate with the demand for battery powered vessels is provided in all ports.

Or. en

Amendment 105

Proposal for a regulation Article 11 – title

Text proposed by the Commission

Targets for supply of *LNG in maritime ports*

Amendment

Targets for supply of *renewable hydrogen and ammonia*

Or. en

Amendment 106

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 *renewable hydrogen and ammonia* 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 107

Proposal for a regulation Article 11 – paragraph 2

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 108

Proposal for a regulation Article 12 – title

Text proposed by the Commission

Targets for **supply of electricity to stationary aircraft**

Amendment

Targets for **electric recharging infrastructure and for hydrogen refuelling infrastructure for aircrafts**

Or. en

Amendment 109

Proposal for a regulation Article 12 – paragraph 1 – introductory part

Text proposed by the Commission

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

Amendment

1. Member States shall ensure that airport managing bodies of all airports ensure the provision of **renewable** electricity supply to stationary aircraft by:

Or. en

Amendment 110

Proposal for a regulation Article 12 – paragraph 2

Text proposed by the Commission

2. *As of* 1 January 2030 at the latest, Member States shall take the necessary measures to ensure that the electricity supplied pursuant to paragraph 1 **comes from the electricity grid or** is generated on site as renewable energy.

Amendment

2. **By** 1 January 2030 at the latest, Member States shall take the necessary measures to ensure that the electricity supplied pursuant to paragraph 1 is generated on site as renewable energy.

Or. en

Amendment 111

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

Text proposed by the Commission

Amendment

2a. By 1 January 2030 at the latest, Member States shall ensure that airport managing bodies of all airports ensure the provision of additional renewable electricity supply to all ground based vehicles operating in airports.

Or. en

Amendment 112

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

Text proposed by the Commission

Amendment

2b. By 1 January 2030 Member States shall ensure that airport managing bodies of all airports provide the adequate number of electric recharging stations for services pursuant to paragraph 3 of this

article, as well as for electric airplanes.

Or. en

Amendment 113

Proposal for a regulation

Article 12 – paragraph 2 c (new)

Text proposed by the Commission

Amendment

2c. By 1 January 2030 Member States shall ensure that airport managing bodies of all airports provide electric recharging infrastructure capacity and hydrogen refuelling infrastructure capacity commensurate with the uptake of electric aircrafts and renewable hydrogen propelled aircrafts.

Or. en

Amendment 114

Proposal for a regulation

Article 12 a (new)

Text proposed by the Commission

Amendment

Article 12a

Targets for infrastructure for railway lines

1. Member States shall ensure the provision of sufficient infrastructure that allows for railway lines across the Union to become fully electrified by 2030.

2. Where the electrification of railway lines is not possible, Member States shall ensure the provision of sufficient infrastructure that allows for renewable energy based propulsion systems to be used on non-electrified lines. Member States shall provide a full justification for the situation where a line

cannot be electrified.

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

4. Isolated networks shall be exempt from paragraph 1.

Or. en

Amendment 115

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(aa) implementation of the principle of ‘energy efficiency first’ in all relevant policy, planning and investment decisions; in particular, Member States shall take into account efficiencies achievable through, inter alia, fuel switch, including considerations of well-to-wheel energy efficiency of different zero missions technologies, modal shift, increased public transport use, shared mobility growth, optimised placing of charging and refuelling infrastructure, and optimised utilisation of such infrastructure.

Or. en

Amendment 116

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point e

Text proposed by the Commission

Amendment

(e) measures to promote the

(e) measures to promote the

deployment of alternative fuels infrastructure for captive fleets, in particular for electric recharging and ***hydrogen refuelling stations for public transport services and*** electric recharging stations for car sharing;

deployment of alternative fuels infrastructure for captive fleets, in particular for electric recharging and electric recharging stations for car sharing;

Or. en

Amendment 117

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 118

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point k

Text proposed by the Commission

Amendment

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

(k) measures to remove possible obstacles with regards to planning, permitting and procuring of alternative fuels infrastructure ***and to limit the latency between initial application and actual deployment to no longer than 6 months, with due respect for stakeholder consultations and environmental impact assessment procedures;***

Or. en

Amendment 119

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point n

Text proposed by the Commission

(n) a deployment plan for alternative fuels infrastructure in maritime ports other than *for LNG* and shore-side electricity supply for use by sea going vessels, in particular for hydrogen, ammonia and electricity;

Amendment

(n) a deployment plan for alternative fuels infrastructure in maritime ports other than and shore-side electricity supply for use by sea going vessels, in particular for *renewable* hydrogen, ammonia and electricity;

Or. en

Amendment 120

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 2 – point p

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 121

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(pa) mapping of appropriate locations for site development with sufficient grid capacity and model future charging demand; this information shall be made publicly available.

Amendment 122

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(pb) measures to ensure grid connection and power capacity take into account the number of charging pools which can be expected in the future following the increasing fleet penetration of electric vehicles.

Or. en

Amendment 123

Proposal for a regulation

Article 13 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 124

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 climate objectives to avoid creating stranded assets and*** comply with the relevant State aid rules of the TFEU.

Or. en

Amendment 125

**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 126

**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 **2024** and every two years thereafter.

Or. en

Amendment 127

Proposal for a regulation Article 14 – paragraph 3

Text proposed by the Commission

3. The regulatory authority of a Member States shall assess, at the latest by 30 June **2024** and periodically every **three years** thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points, whether public or private, and provide recommendations in terms of type, supporting technology and geographical distribution in order to facilitate the ability of users to integrate their electric vehicles in the system. It shall be made publicly available. On the basis of the results of the assessment, Member States shall, if necessary, take the appropriate measures for the deployment of additional recharging points and include them in their progress report referred to in paragraph 1. The assessment and measures shall be taken into account by the system operators in the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944.

Amendment

3. The regulatory authority of a Member States shall assess, at the latest by 30 June **2022** and periodically every **year** thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points, ***smart, bi-directional and of all power outputs***, whether public or private, and provide recommendations in terms of type, supporting technology and geographical distribution in order to facilitate the ability of users to integrate their electric vehicles in the system. It shall ***cover pricing and other consumer relevant aspects according to Article 13 and*** be made publicly available. On the basis of the results of the assessment, Member States shall, if necessary, take the appropriate measures for the deployment of additional recharging points ***and their operating modus*** and include them in their progress report referred to in paragraph 1. The assessment and measures shall be taken into account by the system operators in the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944.

Or. en

Amendment 128

Proposal for a regulation Article 14 – paragraph 4

Text proposed by the Commission

4. On the basis of input from transmission system operators and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by 1 30 June 2024 and periodically every three years thereafter, the potential contribution of bidirectional charging to the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall take, *if necessary*, the appropriate measures to adjust the availability and geographical distribution of bidirectional recharging points, in both public and private areas and include them in their progress report referred to in paragraph 1.

Amendment

4. On the basis of input from transmission system operators, ***aggregators, demand response providers*** and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by 1 30 June 2024 and periodically every three years thereafter, the potential contribution of bidirectional charging to ***peak shaving and*** the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall, ***after involvement of all relevant stakeholders including operators of recharging points and solution providers***, take the appropriate measures to adjust the availability and geographical distribution of bidirectional recharging points, in both public and private areas and include them in their progress report referred to in paragraph 1.

Or. en

Amendment 129

**Proposal for a regulation
Article 15 – paragraph 3 – point b a (new)**

Text proposed by the Commission

Amendment

(ba) consumer relevant aspects pursuant to Articles 13 and 14.

Or. en

Amendment 130

**Proposal for a regulation
Article 15 – paragraph 4 – point c**

Text proposed by the Commission

(c) the infrastructure for shore-side electricity supply in maritime and inland ports ***of the TEN-T core network and the TEN-T comprehensive network;***

Amendment

(c) the infrastructure for shore-side electricity supply in maritime and inland ports, and the ***number of electric recharging and hydrogen refuelling points.***

Or. en

Amendment 131

Proposal for a regulation

Article 15 – paragraph 4 – point d

Text proposed by the Commission

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

Amendment

(d) the infrastructure for electricity supply in airports, ***the number of electric recharging and hydrogen refuelling points dedicated to aircrafts, as well as electric recharging points for ground-based vehicles;***

Or. en

Amendment 132

Proposal for a regulation

Article 15 – paragraph 4 – point e

Text proposed by the Commission

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

Amendment

deleted

Or. en

Amendment 133

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 134

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 135

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

Text proposed by the Commission

Amendment

(h) refuelling and recharging points for other alternative fuels at *TEN-T core and comprehensive* maritime and inland ports;

(h) refuelling and recharging points for other alternative fuels at maritime and inland ports;

Or. en

Amendment 136

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

Text proposed by the Commission

(i) refuelling and recharging points for ***other*** alternative fuels at airports ***of the TEN-T core network and the TEN-T comprehensive network***;

Amendment

(i) refuelling and recharging points for ***sustainable*** alternative fuels at airports;

Or. en

Amendment 137

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

Text proposed by the Commission

(j) ***refuelling and*** recharging points for rail transport.

Amendment

(j) recharging points for rail transport ***and public transport***.

Or. en

Amendment 138

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

Text proposed by the Commission

Amendment

In formation shall be made available as regards the theoretical maximum power capacity each electric vehicle can accept when recharging. That information shall be made available in motor vehicle manuals, on motor vehicles and in motor vehicle dealerships in their territory. To this end, the Commission shall review the Directive 1999/94/EC no later than one year after the date mentioned in article 24 of this Regulation.

Or. en

Amendment 139

Proposal for a regulation Article 17 – paragraph 3

Text proposed by the Commission

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

Amendment

3. When fuel prices are displayed at a fuel station, a comparison between the relevant unit prices shall be displayed where appropriate, and in particular for electricity, for information purposes **in current price per kW/h for ad hoc recharging**.

Or. en

Amendment 140

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

Text proposed by the Commission

2. Operators of publicly accessible recharging and refuelling points or, in accordance with the arrangement between them, the owners of those points, shall ensure the availability of static and dynamic data concerning alternative fuels infrastructure operated by them and allow accessibility of that data through the National Access Points at no cost. The following data types shall be made available:

Amendment

2. Operators of publicly accessible recharging and refuelling points or, in accordance with the arrangement between them, the owners of those points, shall ensure the availability of static and dynamic data concerning alternative fuels infrastructure operated by them and allow accessibility of that data through the National Access Points **and a single European access point** at no cost. The following data types shall be made available:

Or. en

Amendment 141

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 facilities around the recharging or refuelling point,***

Or. en

Amendment 142

Proposal for a regulation

Article 18 – paragraph 2 – point c – point i

Text proposed by the Commission

(i) operational status (operational/out of order),

Amendment

(i) operational status (operational/out of order), ***operational status rate and maintenance operations,***

Or. en

Amendment 143

Proposal for a regulation

Article 18 – paragraph 2 – point c – point ii

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 144

Proposal for a regulation

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

Text proposed by the Commission

Amendment

*(iiia) enabled for bi-directional charging
(yes/no)*

Or. en

Amendment 145

Proposal for a regulation

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

Text proposed by the Commission

Amendment

*(iiib) the share of renewable electricity
and the greenhouse gas emissions content
of the electricity supplied at recharging
points, as appropriate.*

Or. en

Amendment 146

Proposal for a regulation

Article 18 – paragraph 2 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

*2a. Dynamic data specified in point (c)
of this paragraph should be made
available accurately and in real time in
time intervals of no more than one hour,
with forecasting, where available.*

Or. en

Amendment 147

Proposal for a regulation

Article 18 – paragraph 3

Text proposed by the Commission

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

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

Amendment

3. Member States shall ensure the accessibility of data on an open and non-discriminatory basis to all stakeholders through their National Access Point in application of Directive 2010/40/EU of the European Parliament and the Council⁶⁷ ***as well as in an European Access Point system, and ensure that information is made publicly available to be used for other market participants and service providers, with due respect for data protection requirements. Member States shall ensure that operators of publicly accessible recharging points transmit data, especially those relevant to prices, to the national regulatory authorities and the market transparency body.***

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

Or. en

Amendment 148

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

Text proposed by the Commission

Amendment

3a. Member States shall ensure a high level of cybersecurity, data protection and security, especially in authentication, billing and payment processes, along the supply chain and for the operator of the infrastructure, by implementing and enforcing the relevant European legislation such as on personal data

protection and cybersecurity.

Or. en

Amendment 149

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

Text proposed by the Commission

Amendment

3b. Member States shall ensure that transport recharging infrastructure complies with the cybersecurity requirements, including additional reporting and security obligations, as per the [Directive on measures for a high common level of cybersecurity across the Union, repealing Directive (EU) 2016/1148]^{1a}

^{1a} Directive of the European Parliament and of the Council on measures for a high common level of cybersecurity across the Union, repealing Directive (EU) 2016/1148, COM(2020) 823 final

Or. en

Amendment 150

Proposal for a regulation Article 18 – paragraph 4 – point c a (new)

Text proposed by the Commission

Amendment

(ca) establish a single European access point by 2024.

Or. en

Amendment 151

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 152

Proposal for a regulation Article 19 – paragraph 7 – point b

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 153

Proposal for a regulation Article 20 – paragraph 2

Text proposed by the Commission

Amendment

2. The power to adopt delegated acts referred to in Articles 18 and 19 shall be conferred on the Commission for a period of five years from the date referred to in Article 24. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. *The delegation*

2. The power to adopt delegated acts referred to in Articles 18 and 19 shall be conferred on the Commission for a period of five years from the date referred to in Article 24. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period.

of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

Or. en

Amendment 154

Proposal for a regulation Article 21 – paragraph 1

Text proposed by the Commission

1. The Commission shall be assisted by a committee. That committee shall be *a committee within the meaning of* Regulation (EU) No 182/2011.

Amendment

1. The Commission shall be assisted by a committee. That committee shall be *composed of a broad range of stakeholders, including civil society and consumer organisations, and representatives of Member States according to* Regulation (EU) No 182/2011.

Or. en

Amendment 155

Proposal for a regulation Article 22 – paragraph 1

Text proposed by the Commission

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

Amendment

By 31 December 2026, the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it, *establishing alternative infrastructure deployment targets, commensurate with the uptake of new climate-neutral alternative fuels.*

Or. en

Amendment 156

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a – indent 1

Text proposed by the Commission

– light-duty *road vehicles separately for battery electric, plug in hybrid, and hydrogen;*

Amendment

– light-duty battery electric *road vehicles;*

Or. en

Amendment 157

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a – indent 2

Text proposed by the Commission

– heavy-duty *road vehicles, separately for battery electric and hydrogen;*

Amendment

– heavy-duty battery electric *road vehicles.*

Or. en

Amendment 158

Proposal for a regulation

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

Text proposed by the Commission

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

Amendment

deleted

Or. en

Amendment 159

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;*** ***deleted***

Or. en

Amendment 160

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 161

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b – indent 9

Text proposed by the Commission

Amendment

- shore-side electricity supply at inland waterway ports ***of the TEN-T core and TEN-T comprehensive network*** including location (port) and capacity;
- shore-side electricity supply, ***electric recharging and hydrogen refuelling*** at inland waterway ports including location (port) and capacity;

Or. en

Amendment 162

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b – indent 10

Text proposed by the Commission

- electricity supply for stationary aircraft, number of installations per airport **of the TEN-T core and TEN-T comprehensive network**;

Amendment

- electricity supply, **electric charging and hydrogen refuelling** for stationary aircraft, **electric charging for ground based vehicles in airports**, number of installations per airport;

Or. en

Amendment 163

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, other alternative fuels infrastructure in ports, electricity supply, **electric recharging and hydrogen refuelling at airports, as well as for** electric recharging points for trains **and household sockets for recharging of electrically powered cycles**;

Or. en

Amendment 164

Proposal for a regulation

Annex I – paragraph 1 – point 3 – indent 3

Text proposed by the Commission

- alternative fuels infrastructure deployment within urban nodes;

Amendment

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

Amendment 165

Proposal for a regulation

Annex I – paragraph 1 – point 5 – indent 4 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 166

Proposal for a regulation

Annex I – paragraph 1 – point 7 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 167

Proposal for a regulation

Annex II – Part 1 – point 1.1

Text proposed by the Commission

1.1. Normal power recharging points for motor vehicles: alternating current (AC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with socket outlets or vehicle connectors of Type 2 as described in standard EN 62196-2:2017.

Amendment

1.1. Normal power recharging points for motor vehicles: alternating current (AC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with socket outlets or vehicle connectors of Type 2 as described in standard EN 62196-2:2017 **and with one household socket for electrically powered cycles.**

Or. en

Amendment 168

**Proposal for a regulation
Annex II – Part 4 – point 4.2**

Text proposed by the Commission

4.2. Shore-side electricity supply for inland waterway vessels shall comply with Commission Delegated Regulation (EU) 2019/1745.

Amendment

4.2. Shore-side electricity supply for inland waterway vessels shall comply with Commission Delegated Regulation (EU) 2019/1745 **and shall comply with the technical specification of the IEC/IEEE PAS 80005-3:2014(E) standard.**

Or. en

Amendment 169

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

Amendment

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

Or. en

Amendment 170

Proposal for a regulation Annex III – point 3 – indent 4

Text proposed by the Commission

– number of stations not operational on **50%** of the available days in a given year.

Amendment

– number of stations not operational on **98%** of the available days in a given year.

Or. en

Amendment 171

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

Text proposed by the Commission

Amendment

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

Or. en

ANNEX: LIST OF ENTITIES OR PERSONS FROM WHOM THE RAPPOREUR 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 opinion, until the adoption thereof in committee:

Entity and/or person
ACEA
Airlines for Europe
BEUC - European Consumer Organisation
CEE Bankwatch Network
Charge Up
ClientEarth
Clean Air Task Force
Clean Trucking Alliance
Corporate Europe Observatory CEO
E.DSO
Electrification Alliance
ECI - European Copper Institute
EDF- Environmental Defense Fund
Enel
EnBW
Eurogas
European Biogas Association
European Commission: DG TRAN, DG ENER, DG ENVI
European Climate Foundation
European Community's Ship-owners Association ECSO
European Cyclists' Federation ECF
European Seaports Association
ePure
Food & Water Action Europe
Friends of the Earth Europe
Global Witness
Greenpeace
Hitachi ABB powergrids
Hydrogen Europe
Iberdrola
Land Baden-Württemberg
MasterCard
Negative Emission Platform
Nel ASA
Orsted
SAFRAN
SmartEn
T&E Transport and Environment
TransnetBW GmbH
UNIFE - The European Rail Industry
VDR German Shipowners' Association
Vzbv - Verbraucherzentrale Bundesverband
Word Shipping Council