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REPORT

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. prev. doc.:	ST 5597/23 WK 3037/23
No. Cion doc.:	COM(2021) 559 final
Subject:	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 – Preparation for the trilogue

I. CONTEXT AND CONTENT OF THE PROPOSAL

1. On 14 July 2021, the Commission submitted to the European Parliament and to the Council the proposal for a Regulation on the deployment of alternative fuels infrastructure (AFIR), as part of the ‘Fit for 55’ package (the ‘package’).
2. The objective of the proposal is threefold: first, to ensure that there is a sufficient infrastructure network for the (re)charging or (re)fuelling of road vehicles or vessels with alternative fuels; second to provide alternatives to the use of on-board engines (powered by fossil fuels) for vessels at berth or stationary aircraft, and third to ensure full interoperability and user friendliness of the infrastructure.

3. The above proposal has interlinkages with other proposals of the ‘Fit for 55’ package. It is linked to the proposal for revising the Regulation on CO₂ emission performance standards for cars and vans and the proposal for revising the Regulation on CO₂ emission performance standards for heavy-duty vehicles, which is foreseen for 2023. The pace of deployment of the (re)charging pools and (re)fuelling stations as well as their interoperability and user friendliness will influence the uptake of zero- and low-emission vehicles. At the same time, AFIR has linkages to FuelEU Maritime, and is also of relevance to emission reduction in aviation. Moreover, the proposal defines alternative fuels in coherence with the provisions of the proposal for the revision of the Renewable Energy Directive. Where the Directive on the Energy-Performance of Buildings regulates the deployment of private charging stations, AFIR is looking to ensure sufficient publicly available charging stations.

II. STATE OF PLAY

4. The European Economic and Social Committee adopted its opinion on 9 December 2021, the European Committee of the Regions adopted its opinion on 26 January 2022.
5. The Council agreed on a general approach on 2 June 2022.
6. The European Parliament designated the Committee on Transport and Tourism (TRAN) as the committee responsible and Mr Ismail ERTUG (DE, S&D) was appointed as its rapporteur. The European Parliament adopted its position in plenary on 19 October 2022.
7. At a first informal trilogue on 27 October 2022, the co-legislators held an exchange of views on their respective positions and agreed to grant a broad mandate to the technical level. During the second informal trilogue on 13 December, significant progress was achieved. A preliminary agreement was found on Article 1 (subject matter), Article 8 (liquefied methane for road transport), Article 10 (shore-side electricity for inland waterway ports), Article 14a (content, structure and format of the national policy frameworks and national progress reports), Article 16 (progress tracking), Article 17 (user information) and Article 19 (common technical specifications) as well as Annex II (technical specifications). As regards Article 9 (shore-side electricity in maritime ports), Article 11 (liquefied methane in maritime ports) and Article 12 (supply of electricity to stationary aircraft), most of the text was agreed; only some of the thresholds in these articles need to be agreed upon. There was also an exchange of views on Article 15 (review of the national policy frameworks and national progress reports) and Article 18 (data provisions). At the third informal trilogue on 28 February 2023, further

progress was achieved. Provisional agreement was found on Article 11 (targets for the provision of liquefied methane in maritime ports) and Article 14 (reporting). An agreement was also found on the data fields in Article 18(2). But on the other aspects in Article 18 (data provisions), and the concept of a ‘common European access point’, more work was needed. Further progress was also made on Article 9 (shore-side electricity supply in maritime ports), Article 12 (supply of electricity to stationary aircraft) and Article 15 (progress reports), but some issues remained open. This is further explained below. As regards Article 5 (recharging infrastructure), Article 7 (refuelling infrastructure) and Article 13 (national policy frameworks), the exchange of views led to a better understanding and an agreement on the payment methods, but further work was needed. The Parliament made it clear that it would like to see the inclusion of railways infrastructure (Article 12a). It was provisionally agreed to include provisions for alternative fuel infrastructure for railways in the regulation. The final wording remains to be agreed upon.

8. Between 1 and 15 March there were three technical meetings organised to prepare for the fourth trilogue planned on 27 March. The Presidency presented in the Intermodal Transport Working Party on 3, 10 and 16 March compromise proposals and drafting suggestions that were prepared in the technical meetings with the Parliament.
9. As regards the recharging and refuelling infrastructure (Articles 5 and 7), the Presidency focused first on Article 5 (recharging infrastructure). It had to consider the potential impact of a retrofit obligation for recharging stations, to find a solution for the price components and to clarify the text on price monitoring. On Article 7 (refuelling infrastructure), the Presidency is confident to have found a common understanding.
10. Negotiations continued as regards the outstanding issues in Articles 9 and 12. The Parliament insists to have an explicit reference to Article 9 in the review clause (Article 22) and to mention ‘400 GT’ when it comes to considering the decrease of the gross tonnage threshold. On Article 12 (electricity supply to stationary aircraft), the Presidency is confident to have found a common understanding.
11. The provisional agreement on railway infrastructure (Article 12a) was further elaborated in order to clarify the scope of this article. The intention is to keep the railway provisions in AFIR separated from the provisions in the TEN-T regulation.

12. In Article 13 (national policy frameworks) the Presidency had to re-calibrate the different items in the different sections and has suggested to move certain items from the may-section to the shall-section. This was done because those aspects are considered most relevant. The Parliament might seek to move even more items up to the shall-section. But the Presidency finds the split between the shall-section and the may-section as presented in the mandate is well balanced. On Article 15 (progress reports), the Presidency is confident to have found a common understanding.
13. In Article 18 (data provisions), the Presidency is confident to have found an understanding on how a common European access point can be. The only issue left to resolve is the correct articulation of the related delegated and implementing acts.
14. Negotiations continued on Article 3 (electric recharging for light-duty vehicles), Article 4 (electric recharging for heavy-duty vehicles) and Article 6 (hydrogen refuelling for road transport). Throughout the negotiations, the Presidency has been considering the delicate compromise that was achieved in the general approach. The Presidency's compromise should strike a balance between availability of the infrastructure and efficient use of limited resources and moreover to ensure the legislative predictability that operators are asking for. This should be enough to provide sufficient infrastructure for alternative fuels.
15. In Article 22 (review), the Presidency intends to collect several remaining issues. The Parliament has also presented specific issues. This article will need to be updated and consolidated once there is an agreement on the overall regulation. The concept of the market and technology readiness report should be fine for the Parliament. Other issues and to what extent specific references should be made in the review clause remain to be resolved.
16. As regards Article 24 (entry into force and date of application) it is the Presidency's understanding that the Parliament could accept the logic of a transition period between entry into force and application; it will be a matter of deciding on the number of months. Finally, the Presidency does not see a need to include a provision on compensatory regulatory reduction, as proposed by the Parliament in Article 21a. It is best to ensure better regulation during the negotiations than to ask the Commission to reconsider afterwards what could be further improved as regards regulatory reduction.

17. At the technical level, in preparation of this fourth trilogue, Council and Parliament have continued to look for compromises. The proposed mandate for the fourth informal trilogue is addressing all the outstanding issues in the articles 3, 4, 5, 6, 7, 9, 12a, 13, 18, 22 and 24, as mentioned under points 9 to 15 of the present report. There also remains 1 definition (Article 2) outstanding.

III. THE PROPOSED MANDATE

18. The fourth trilogue on AFIR is scheduled on 27 March 2023 (Brussels, Council premises). It is the Presidency's intention to close the negotiations in this trilogue.
19. As regards the road transport objectives in Article 3 (recharging for light-duty vehicles (LDV)), Article 4 (recharging for heavy-duty vehicles (HDV)) and Article 6 (hydrogen refuelling for road transport), the Presidency has advanced well in the negotiations. A landing zone has been presented and deliberated in the working party on 16 March. Red lines and an outline of the landing zone have also been presented to the Parliament. The Presidency finds it, for the moment, not appropriate to present the mandate in full detail in the 4-column document. No text is presented in the 4th column on these articles, as the Presidency would like to start from the general approach. The Presidency would like to present a compromise to the Parliament along the following lines with the aim to land as close as possible to this:
20. For Article 3, the Presidency would offer in the first paragraph (a) to increase the fleet-based target to **1,3 kW** (row 156), (b) to increase the fleet-based target to **0,86 kW** (row 157) and (c) to decrease the sunset-clause to **15%** (row 157e). In the second paragraph, the offer would be for road sections on the TEN-T core network (a) to increase the power output for each recharging pool to **400 kW** (row 160) and (b) to advance the year to **2027** (row 161). For road section on the TEN-T comprehensive network the offer would be to (a) introduce an intermediate target that by **31 December 2027, on 50%¹ of the network**, recharging pools with a power output of at least **300 kW** shall be deployed in each direction of travel and with a maximum distance of 60 km (row 162a). The number of points with an individual power output of at least 150 kW would stay the same in all cases. As regards the derogations in paragraphs 2b, 2c and 2d, the Presidency understands this is very delicate. Still, it will need to

¹ The 50% would be calculated by the same principles as described in Article 4(1a) (row 176a to 176c) with the denominator of the total length of the TEN-T comprehensive in a Member State and the numerator based on the distance of 60 km.

find a compromise with the Parliament. The Presidency would in paragraphs 2b and 2c aim to not go lower than **8000** and for paragraph 2d not lower than **3000**.

21. For Article 4, the Presidency would offer (a) to increase the target for 2027 to cover at least **50%** of the length of the TEN-T road network (row 167b); (b) to increase the total power output of each recharging pool to **3850 kW** (row 168) ; (c) to increase the total power output of each recharging pool to **2000 kW** (row 171). For (a) and (b), the number of points with an individual power output of at least 350 kW would stay the same in all cases. Additionally, related to safe and secure parking areas, to introduce an intermediate target for **2027** with a target of at least **2 stations** with a power output of at least 100 kW, each (in a new line 173c) and (c) to increase the capacity of recharging stations by 2030 to at least **4 stations** with a power output of at least 100 kW, each (row 174). Finally, (d) to increase the target for the aggregated power output of charging stations in urban nodes to at least **900 kW in 2025** (row 175) and (e) to at least **1800 kW in 2030** (row 176). As regards the derogations in paragraphs 1c, 1d and 1e, the Presidency understands this is even more delicate. Still, it will need to find a compromise with the Parliament. The Presidency would in paragraphs 1c and 1d aim to not go lower than **1500** and for paragraph 1e not lower than **700**.
22. For Article 6, the Presidency would maintain the target date of 2030 and the outline of the general approach, excluding the comprehensive network and liquid hydrogen. The Presidency would offer a **minimum cumulative capacity of 1 tonne/day** (row 204) and that by 31 December **2030 in each urban node at least 1 hydrogen station** is deployed (row 205). The Presidency would also accept the Parliament's amendment in row 207a.
23. As regards Article 5, the Presidency understands to have reached an agreement with the Parliament, as reflected in the 4-column document, except for the retrofit obligation for payment methods in the second paragraph (row 188) and the price components in the fifth paragraph (rows 192 and 192a). The Presidency understands that it should not go beyond a retrofit for fast chargers (equal to or more than 50 kW) on and along the TEN-T network and all fast chargers located at safe and secure parking areas. As requested by the Parliament, the Presidency has complemented recital (24) (row 34) to clarify that making the ad hoc price available should be done in an easy way (as stated in the article) and also to include the possibility to charge an additional fee. As the price components concern, the Parliament insists on a model that would limit business opportunities by allowing only to charge per kWh at fast chargers. It is not clear if this will even benefit the consumers. In line with the

Commission argument, the Council agrees that transparency is what we need to ensure. Even operators of fast chargers might want to charge a fee or investigate other options to differentiate the price as to allow for a better management of the available recharging capacity. Therefore, the Presidency thinks it is better to revert to what was designed in the general approach and have a system where an operator can apply different price components, irrespective of the capacity of the recharging station. Paragraphs 6, 7, 8, 9 and 10 have been agreed at technical level and should only be confirmed. The text in Article 7 reflects what has been agreed at technical level with the Parliament and should only be confirmed.

24. The Presidency proposes to include a new Article 12a on railway infrastructure, to conclude the provisional agreement from the last trilogue where it was said that it should only refer to those sections that are not covered by the TEN-T regulation and where direct electrification is not possible for reasons of cost-efficiency of the service. The assessment that is to be made based on this article would then be reported on in the national policy framework. This is how the text is articulated, however the link between the new Article 12a and Article 13 is not made explicit, on purpose. To complete AFIR with a specific provision on railway infrastructure is of particular importance to the Parliament.
25. There are only a couple of outstanding issues in Article 13 (national policy framework). The first concern is the date where each Member State needs to send a draft version of its national policy framework to the Commission and respectively, the date where the final version needs to be sent. Given the limited time before the adoption of this Regulation, it will be important to extend the date with one year as proposed in the mandate. Second, it is suggested to replace the concept of ‘deployment plans’, which should be acceptable for all. Third, the Presidency has complemented recital (38) (row 48) to explain the concept of ‘planned and adopted’. And fourth, the Presidency proposes to explain in recital (39) (row 49) that each Member State may appoint a national coordinator. The Parliament also insists that 3 more items should be moved up from the may-section to the shall-section. These relate to assessments for additional alternative fuels infrastructure in airports (row 254), for alternative fuels infrastructure in maritime ports for port services (row 255), and for alternative fuels infrastructure for inland waterway transport (row 257). The Presidency is confident that if the Parliament can agree with aspects that might be more important for Member States that some or all three of these items could be moved to the shall-section.

26. In Article 18, the Council's willingness to include the concept of a common European access point should be appreciated by the Parliament. This also includes a definition for a 'data user' that has been added in Article 2 (row 97a). The mandate also presents additional language in recital (45a) (row 55a) as to explain how and why additional data types could be added in the future, explaining that some of the aspects that the Parliament would have liked to add in the data provisions (paragraph 2 of Article 18) are too early to add at this stage, but might come later. The Presidency will insist on the articulation of delegated and implementing acts in paragraphs 4 and 4a, and the need to avoid any overlap between the RTTI and AFIR.
27. The Presidency does not see any reasons to accept the Parliament's proposal to introduce Article 21a (compensatory regulatory reduction). It is not clear to the Presidency how this could work in practice.
28. Both Council and Parliament agree to complement the review clause (Article 22) with specific issues that we would like the Commission to examine. It is the Presidency's understanding that the Parliament wants to keep this open until the end. The text has been stabilised except for one item that relates to the Parliament's request to explicitly mention that the Commission should consider to lower the ship size related to article 9 to 400 GT. The Presidency understands that this is important for the Parliament.
29. The Presidency has explained to the Parliament the need and usefulness of having a 6 month period between the entry into force and the application of the Regulation (transition period). Indeed, Member States will need some time to update the existing legislation that was based on the Directive that will be repealed. There are also specific actions to be taken, that will require purchasing and ordering. It seems the Parliament will accept the concept. Still, it can be expected that the Parliament might want to keep the transition period as short as possible. The Presidency will argue that this is not a question of delaying the installation of new infrastructure, but that some aspects simply require time.
30. As regards the recitals, most of them have been examined and a significant part of them have been provisionally agreed at technical level and already marked green. Before the trilogue, it will be a matter of preparing those recitals that are still outstanding, mainly those related to articles 3, 4 and 6. And to have a close look at them in or directly after the trilogue.
31. The Parliament would also like to have a reference to L-category vehicles (2, 3 and 4 wheelers, generally considered as bicycles and motorcycles). Initially, they had proposed a

definition and to include it in the national policy framework (Article 13). Eventually, the Parliament could be fine with an explanation in recital (11c) (row 21c).

32. In the end, there is only one definition outstanding, that is the one setting the distances of what is considered 'along the TEN-T network'. The Parliament finds the distance proposed by the Council too long. The Council finds it important to have it long enough, as to ensure sufficient flexibility to find locations for additional recharging or refuelling stations also in the future. The Presidency is confident that it will convince the Parliament on this.

IV. CONCLUSION

33. The Permanent Representatives Committee is invited to:
- agree to the mandate for the fourth trilogue as set out in the Annex (the four-column table) to this note.

**Proposal for a REGULATION on the deployment of alternative fuels infrastructure,
and repealing Directive 2014/94/EU (AFIR) - 2021/0223(COD)
– proposed (draft) mandate for 4th trilogue –**

Lines that have been agreed have been marked with **AGREED** and **AGREED**.

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Formula				
1	2021/0223 (COD)	2021/0223 (COD)	2021/0223 (COD)	2021/0223 (COD)
Proposal Title				
2	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 (Text with EEA relevance)	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 (Text with EEA relevance)	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 (Text with EEA relevance)	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 (Text with EEA relevance)
Formula				
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
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Citation 1				
4	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,
Citation 2				
5	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,
Citation 3				
6	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,
Citation 4				
7	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C 152, 6.4.2022, p. 138, p. .	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C 152, 6.4.2022, p. 138.
Citation 5				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
8	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C 270, 13.7.2022, p. 38, , p. .	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C 270, 13.7.2022, p. 38.
Citation 6				
9	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,
Formula				
10	Whereas:	Whereas:	Whereas:	Whereas:
Recital 1				
11	(1) Directive 2014/94/EU of the European Parliament and of the Council ¹ laid down a framework for the deployment of alternative fuels infrastructure. The Commission Communication on the application of that Directive ² points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets	(1) Directive 2014/94/EU of the European Parliament and of the Council ¹ laid down a framework for the deployment of alternative fuels infrastructure. The Commission Communication on the application of that Directive ² points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets	(1) Directive 2014/94/EU of the European Parliament and of the Council ¹ laid down a framework for the deployment of alternative fuels infrastructure. The Commission Communication on the application of that Directive ² points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets	(1) Directive 2014/94/EU ¹ laid down a framework for the deployment of alternative fuels infrastructure. The Commission Communication on the application of that Directive ² points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets and adopting measures under the

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	<p>and adopting measures under the National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States.</p> <p>1. Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1). 2. COM(2020) 789 final.</p>	<p>and adopting measures under the National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States.</p> <p><u><i>This, in turn, has resulted in the failure to deliver a comprehensive and complete network of alternative fuels infrastructure across the Union.</i></u></p> <p>1. Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1). 2. COM(2020) 789 final.</p>	<p>and adopting measures under the National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States.</p> <p>1. Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1). 2. COM(2020) 789 final.</p>	<p>National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States.</p> <p>1. Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1). 2. COM(2020) 789 final.</p>
Recital 2				
12	<p>(2) Various instruments of Union law already set targets for renewable fuels. Directive 2018/2001/EU of the European Parliament and of the Council¹ for instance set a market share target of 14 % of renewables in transport fuels.</p> <p>1. Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the</p>	<p>(2) Various instruments of Union law already set targets for renewable fuels. Directive 2018/2001/EU of the European Parliament and of the Council¹ for instance set a market share target of 14 % of renewables in transport fuels.</p> <p>1. Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the</p>	<p>(2) Various instruments of Union law already set targets for renewable fuels. Directive 2018/2001/EU of the European Parliament and of the Council¹ for instance set a market share target of 14 % of renewables in transport fuels.</p> <p>1. Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the</p>	<p>(2) Various instruments of Union law already set targets for renewable fuels. Directive 2018/2001/EU¹ for instance set a market share target of 14 % of renewables in transport fuels.</p> <p>1. 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).</p>

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	use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82).	use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82).	use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82).	
Recital 3				
13	<p>(3) Regulation (EU) 2019/631 of the European Parliament and of the Council¹ and Regulation (EU) 2019/1242 of the European Parliament and of the Council² already set CO₂ emission performance standards for new passenger cars and for new light commercial vehicles as well as for certain heavy-duty vehicles. Those instruments should accelerate the uptake in particular of zero-emission vehicles and thereby create demand for recharging and refuelling infrastructure.</p> <p>1. Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).</p> <p>2. Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council</p>	<p>(3) Regulation (EU) 2019/631 of the European Parliament and of the Council¹ and Regulation (EU) 2019/1242 of the European Parliament and of the Council² already set CO₂ emission performance standards for new passenger cars and for new light commercial vehicles as well as for certain heavy-duty vehicles. <u>The revision of those instruments should be aligned with the revision of the current Regulation in order to ensure a coherent framework for the use and deployment of alternative fuels in road transport and in order to</u> accelerate the uptake in particular of zero-emission vehicles <u>and alternative fuels</u> and thereby create demand for recharging and refuelling infrastructure.</p> <p>1. Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) 2018/956 of the European Parliament and of the Council</p>	<p>(3) Regulation (EU) 2019/631 of the European Parliament and of the Council¹ and Regulation (EU) 2019/1242 of the European Parliament and of the Council² already set CO₂ emission performance standards for new passenger cars and for new light commercial vehicles as well as for certain heavy-duty vehicles. Those instruments should accelerate the uptake in particular of zero-emission vehicles and thereby create demand for recharging and refuelling infrastructure.</p> <p>1. Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).</p> <p>2. Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO₂ CO₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council</p>	<p>(3) Regulation (EU) 2019/631¹ and Regulation (EU) 2019/1242² already set CO₂ emission performance standards for new passenger cars and for new light commercial vehicles as well as for certain heavy-duty vehicles. Those instruments should accelerate the uptake in particular of zero-emission vehicles and thereby create demand for recharging and refuelling infrastructure.</p> <p>1. Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).</p> <p>2. Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).</p>

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	and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).	No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13). 2. Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO ₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).	and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).	
Recital 4				
14	(4) The initiatives on ReFuelEU aviation ¹ and FuelEU maritime ² 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	(4) The initiatives on ReFuelEU aviation ¹ and FuelEU maritime ² 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. <u>Moreover, Member States and the Commission should assess the current state and future development of the hydrogen market for aviation and should provide for a feasibility study on the deployment of the relevant infrastructure to power aircraft including, where appropriate, a</u>	(4) The initiatives on ReFuelEU aviation ¹ and FuelEU maritime ² 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 shore-side electricity supply is deployed in TEN-T ports. However those initiatives do not contain any provisions on the required fuel	(4) The initiatives on ReFuelEU aviation ¹ and FuelEU maritime ² 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 shore-side electricity supply is deployed in TEN-T ports. However those initiatives do not contain any provisions on the required fuel infrastructure which

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	<p>are a prerequisite that the targets can be met.</p> <p>1. COM(2021) 561. 2. COM(2021) 562.</p>	<p><u>deployment plan for alternative fuels infrastructure in airports, in particular for hydrogen and electric recharging for aircrafts.</u></p> <p>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.</p> <p>1. COM(2021) 561. 2. COM(2021) 562.</p>	<p>infrastructure which are a prerequisite that the targets can be met.</p> <p>1. COM(2021) 561. 2. COM(2021) 562.</p>	<p>are a prerequisite that the targets can be met.</p> <p>1. COM(2021) 561. 2. COM(2021) 562.</p>
Recital 5				
15	<p>(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</p>	<p>(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 <u>and in the different Member States and regions.</u> In particular, in the road sector, a rapid uptake of battery-electric and plug-in hybrid vehicles</p>	<p>(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</p>	<p>(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</p>

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	<p>vehicles are available to markets, as well. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The use of fossil gaseous or liquid fuels is only possible if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic gaseous and liquid fuels.</p>	<p>is taking place, <u>therefore more ambitious targets for these mature technologies are required</u>. Hydrogen fuel-cell road vehicles are available to markets, as well, <u>albeit to a lesser degree</u>. 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 <u>Union should increase its efforts to phase out</u> fossil gaseous or liquid fuels is only <u>and promote renewable alternatives, and the use of fossil fuels should only be</u> 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</p>	<p>vehicles are available to markets, as well. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The use of fossil gaseous or liquid fuels is only possible if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic, paraffinic, gaseous and liquid fuels.</p>	<p>vehicles are available to markets, as well. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The use of fossil gaseous or liquid fuels is only possible if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic, paraffinic, gaseous and liquid fuels.</p>

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		or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic gaseous and liquid fuels.		
Recital 6				
16	(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.	(6) <u>In order to maximise the potential of reduction of greenhouse gas emissions, such biofuels, including biogas, and synthetic fuels, substituting diesel, petrol and jet fuel, can be produced from different feedstock and can be blended into fossil fuels at very high blending ratios. They This is especially important for the reduction of greenhouse gas emissions in the aviation and maritime transport sectors for which electrification will be slower. Those fuels</u> 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	(6) Such biofuels, paraffinic , 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.	(6) Such biofuels, paraffinic, 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.

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		used with the existing infrastructure or where necessary with infrastructure of the same kind.		
16a		<u>(6a) It is important to observe the general principles of technological neutrality and energy efficiency first among those technologies necessary to achieve climate neutrality, as some of the technologies that will be needed in the foreseeable future still require investments in research and development, while maintaining market competition between the different alternative technologies, taking due account of affordability and the different starting points of Member States.</u>		
Recital 7				
17	(7) LNG is likely to play a continued role in maritime transport, where there is currently no economically viable zero-emission powertrain technology available. The Communication on the Smart and Sustainable Mobility	(7) <u>The sustained use of liquefied natural gas (LNG) is not compatible with the Union's climate neutrality objective. Therefore, LNG in maritime transport should be phased out as soon as possible and substituted</u>	(7) LNG Liquefied methane is likely to play a continued role in maritime transport, where there is currently no economically viable zero-emission powertrain technology available. The Communication on the Smart and	(7) Liquefied methane is likely to play a continued role in maritime transport, where there is currently no economically viable zero-emission powertrain technology available. The Communication on the Smart and Sustainable Mobility

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	<p>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.</p>	<p><u>by more sustainable alternatives. However, in the short term,</u> LNG is likely to play a continued<u>transitional</u> 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 <u>and such projects are already underway. Further developments in this regard should be promoted, duly monitored and reported.</u> Fleet conversion should take place gradually due to the long lifetime of the ships. <u>Given the transitional role of LNG, the availability of LNG bunkering infrastructure in ports should be demand driven, in particular as regards new public investments.</u> Contrary to maritime transport, for inland waterways, with normally smaller vessels and shorter distances, zero-emission powertrain technologies, such as hydrogen and electricity, <u>are becoming mature technologies and</u> should enter the markets more quickly <u>and could play an</u></p>	<p>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<u>Liquefied methane</u> is expected to no longer play a significant role in that sector. Transport fuels such as LNG<u>liquefied methane</u> 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.</p>	<p>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. Liquefied methane is expected to no longer play a significant role in that sector. Transport fuels such as liquefied methane need increasingly to be decarbonised by blending/substituting with liquefied biomethane 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.</p>

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		<p><u>important role for maritime transport in terms of creating scale regarding zero-emission propulsion solutions</u>. 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.</p>		

Recital 8

18	<p>(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</p>	<p>(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</p>	<p>(8) In the heavy-duty road transport sector, LNGliquefied methane 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</p>	<p>(8) In the heavy-duty road transport sector, liquefied methane 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</p>
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	haul segment. Furthermore, LPG and CNG vehicles for which already a sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore only a limited targeted policy for LNG infrastructure deployment that can equally supply decarbonised fuels is considered necessary to close remaining gaps in the main networks.	haul segment. Furthermore, LPG and CNG vehicles for which already a sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore only a limited targeted policy for LNG infrastructure deployment that can equally supply decarbonised fuels is considered necessary to close remaining gaps in the main networks.	transport especially in the long haul segment. Furthermore, LPG and CNG vehicles for which already a sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore only a limited targeted policy for LNG liquefied methane infrastructure deployment that can equally supply decarbonised fuels is considered necessary to close remaining gaps in the main networks.	especially in the long haul segment. Furthermore, LPG and CNG vehicles for which already a sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore only a limited targeted policy for liquefied methane infrastructure deployment that can equally supply decarbonised fuels is considered necessary to close remaining gaps in the main networks. Agreed
	Recital 8a			
18a			(8a) This Regulation should lay down mandatory minimum targets for the deployment of publicly accessible recharging or refuelling infrastructures for road vehicles.	Agreed
	Recital 8b			
18b	(18) A recharging station is the single physical installation for the recharging of electric vehicles. Every station has a theoretical	(18) A recharging station is the single physical installation for the recharging of electric vehicles. Every station has a theoretical	(18b) (18b) A recharging station is the single physical installation for the recharging of electric vehicles. Every station has a theoretical	(8b) A recharging station is the physical installation for the recharging of electric vehicles. Every station has a theoretical

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	<p>maximum power output, expressed in kW. Every station has at least one recharging point that can serve only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations.</p> <p>Moved reference text</p>	<p>maximum power output, expressed in kW. Every station has at least one recharging point that can serve only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations.</p>	<p>maximum power output, expressed in kW. Every station has at least one recharging point that can serve only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations.</p> <p>Moved from row 28</p>	<p>maximum power output, expressed in kW. Every station has at least one recharging point that can serve only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations.</p> <p>Agreed</p>
Recital 8c				
18c	(17) Publicly accessible	(17) Publicly accessible	(478c) Publicly accessible	(8c) Publicly accessible

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	<p>recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points.</p> <p>Moved reference text</p>	<p>recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. <u>In such locations, where parking facilities have more than 30 parking spaces, Member States should ensure that a sufficient number of publicly accessible recharging or refuelling points is deployed.</u> A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons</p>	<p>recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points.</p> <p>Moved from row 27</p>	<p>recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points.</p> <p>Moved from row 27</p>

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		have access, should not be considered as publicly accessible recharging or refuelling points.		
Recital 8d				
18d		<u>(8d) In order to avoid any unintended consequences of this Regulation in discouraging the deployment of charging infrastructure for captive fleets such as public transport, publicly accessible recharging stations partially dedicated to public transport fleets, can be counted towards the relevant targets set out in this Regulation. Recharging points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users.</u>		
Recital 8e				
18e		<u>(8e) With a view to increase consumer convenience, Member States should encourage operators of publicly accessible recharging or refuelling points to ensure that the opening hours and uptime of their services fully meet the needs</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>of end users.</u>		
Recital 9				
19	<p>(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</p>	<p>(9) The deployment of publicly accessible recharging infrastructure for light-duty electric vehicles has been uneven across the Union <u>and across regions</u>. 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 <u>hinder the much-needed sustainable transition of the transport sector and not contribute to creating</u>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</p>	<p>(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</p>	<p>(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</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>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.</p>	<p>State is matched with the deployment of sufficient publicly accessible recharging infrastructure, <u>especially in geographic areas where owners of light-duty vehicles are less likely to own private parking lots. Special attention and higher national deployment rates are also needed for centres of relatively higher population density and higher electric vehicles market-share. Once a certain share of electric vehicles uptake has been reached in the given Member State, the market should self-regulate.</u> 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, <u>including in and to the outermost regions and islands of the Union, unless the costs involved are disproportionate to the benefits, in which case Member States may make exemptions or consider developing off-grid infrastructure. The development of such a network of infrastructure would facilitate the accessibility and</u></p>	<p>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.</p>	<p>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.</p>

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		<u>connectivity of all regions in the Union, including the outermost regions and other remote or rural areas, strengthening social, economic and territorial cohesion between them.</u>		
Recital 10				
20	(10) National fleet based targets should be established on the basis of the total number of registered electric vehicles in that Member State following a common methodology that accounts for technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into account the different recharging patterns of battery electric and plug-in hybrid vehicles. A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible recharging infrastructure should allow flexibility for the implementation of different	(10) National fleet based targets should be established on the basis of the total number <u>share</u> of registered electric vehicles in that Member State <u>'s total vehicle fleet,</u> following a common methodology that accounts for technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into account the different recharging patterns of battery electric and plug-in hybrid vehicles, <u>as well as population and market shares of electric vehicles.</u> A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible	(10) National fleet based targets should be established on the basis of the total number of registered electric vehicles in that Member State following a common methodology that accounts for technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into account the different recharging patterns of battery electric and plug-in hybrid vehicles. A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible recharging infrastructure should allow flexibility for the implementation of different	(10) National fleet based targets should be established on the basis of the total number of registered electric vehicles in that Member State following a common methodology that accounts for technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into account the different recharging patterns of battery electric and plug-in hybrid vehicles. A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible recharging infrastructure should allow flexibility for the implementation of different

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	recharging technologies in Member States.	recharging infrastructure should allow flexibility for the implementation of different recharging technologies in Member States. <u>Furthermore, the Commission should assess how vehicles with integrated solar panels may impact the deployment of publicly accessible recharging infrastructure and, if appropriate, any consequential adjustment of the charging infrastructure deployment targets of this Regulation.</u>	recharging technologies in Member States.	recharging technologies in Member States.
Recital 11				
21	(11) Implementation in Member States should ensure that a sufficient number of publicly accessible recharging points is installed, in particular at public transport stations, such as port passenger terminals, airports or railway stations. A sufficient number of publicly accessible fast recharging points dedicated to light-duty vehicles should also be deployed to increase consumer convenience in particular across the TEN-T network to ensure full cross-border connectivity and	(11) Implementation in Member States should ensure that a sufficient number of publicly accessible <u>fixed, off-grid or mobile</u> recharging points is installed <u>in a manner that supports territorial balance and multimodal travelling, avoids regional disparities and ensures that no territory is left behind.</u> <u>Deployment is particularly important in residential areas with a lack of off-street parking and where vehicles typically park for extended periods of time,</u>	(11) Implementation in Member States should ensure that a sufficient number of publicly accessible recharging points is installed, in particular at public transport stations, such as port passenger terminals, airports or railway stations. A sufficient number of publicly accessible fast recharging points dedicated to light-duty vehicles should also be deployed to increase consumer convenience in particular across the TEN-T network to ensure full cross-border connectivity and	(11) Implementation in Member States should ensure that a sufficient number of publicly accessible recharging points is installed, in particular at public transport stations, such as port passenger terminals, airports or railway stations. A sufficient number of publicly accessible fast recharging points dedicated to light-duty vehicles should also be deployed to increase consumer convenience in particular across the TEN-T network to ensure full cross-border connectivity and

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	allow electric vehicles to circulate throughout the Union.	<i>including taxi parking areas and, in particular</i> at public transport stations, such as port passenger terminals, airports or railway stations. A sufficient number of publicly accessible fast recharging points dedicated to light-duty vehicles should also be deployed to increase consumer convenience in particular across the TEN-T network to ensure full cross-border connectivity and allow electric vehicles to circulate throughout the Union.	allow electric vehicles to circulate throughout the Union. The deployment of publicly accesible recharging infrastructure should primarily be the result of private market investment. However, Member States may, subject to Union law requirements on State aids, support the deployment of the necessary infrastructure in cases where market conditions require public support until a fully competitive market is established.	allow electric vehicles to circulate throughout the Union. The deployment of publicly accesible recharging infrastructure should primarily be the result of private market investment. However, Member States may, subject to Union law requirements on State aids, support the deployment of the necessary infrastructure in cases where market conditions require public support until a fully competitive market is established.
Recital 11a				
21a			(11a) Depending on the specific circumstances in a Member State, the requirements to provide through publicly accessible recharging stations fixed total power outputs for each battery electric light-duty vehicle registered might no longer be justified in case it has adverse effects, by discouraging private investments, especially due to a risk of oversupply on the medium term. This risk might be related to the fact that a high number of private recharging points has been	(11a) Depending on the specific circumstances in a Member State, the requirements to provide through publicly accessible recharging stations fixed total power outputs for each battery electric light-duty vehicle registered might no longer be justified in case it has adverse effects, by discouraging private investments, especially due to a risk of oversupply on the medium term. This risk might be related to the fact that a high number of private recharging points has been installed and addresses the needs

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			<p>installed and addresses the needs of the users or that the use rate of publicly accessible recharging stations is low compared to the initial assumptions, with the consequence that the total power output available through publicly accessible recharging stations has reached a disproportionately high level compared to the actual use of such stations. In that case, the Member State concerned should be able to request the authorisation to apply lower requirements than the ones laid down in this Regulation in terms of level of total power output or to cease to apply such requirements. The share of battery electric light-duty vehicles compared to the total fleet of light-duty vehicles registered in the territory of a Member State should have reached at least 20%. The Member State should duly justify its request.</p>	<p>of the users or that the use rate of publicly accessible recharging stations is low compared to the initial assumptions, with the consequence that the total power output available through publicly accessible recharging stations has reached a disproportionately high level compared to the actual use of such stations. In that case, the Member State concerned should be able to request the authorisation to apply lower requirements than the ones laid down in this Regulation in terms of level of total power output or to cease to apply such requirements. The share of battery electric light-duty vehicles compared to the total fleet of light-duty vehicles registered in the territory of a Member State should have reached at least 20%. The Member State should duly justify its request.</p>
Recital 11a				
21b		<p><u>(11a) The deployment of publicly accessible recharging</u></p>		

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		<p><u>infrastructure should primarily result from private market investment. However, until a competitive market has been established, Member States should support infrastructure deployment in cases where market conditions require public support, provided that such public support is in full compliance with State aid rules. Where relevant, Member States should also take into account that in certain portions of their territory, the demand for an adequate number of charging points might vary throughout the year, as it is the case in many touristic destinations. In such cases the possibility of deploying a temporary mobile off-grid charging infrastructure could offer added flexibility and facilitate meeting seasonal demand without requiring the installation of fixed infrastructure.</u></p>		
	Recital 11b			
21c		<p><u>(11b) The Commission should review, if necessary, the targets set in this Regulation for electric</u></p>		

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		<u>recharging infrastructure dedicated to light-duty and heavy-duty vehicles respectively, to ensure their compatibility with the requirements set in the Union Regulations on CO₂ emission performance standards for light-duty vehicles and for heavy-duty vehicles, respectively.</u>		
Recital 11c				
21d		<u>(11c) The Commission should review the need to include requirements for charging infrastructure to serve electrically power assisted cycles and L-category vehicles such as powered electric cycles and e-mopeds, and in particular the opportunity to equip charging infrastructure with a household power socket that makes it possible for such vehicles to be easily charged, since they represent a mode of transport that can help further reduce CO₂ emissions and air pollution.</u>		<u>(11b) The Commission should assess as part of the review of this regulation the need to include requirements for charging infrastructure to serve electrically power assisted cycles and L-category vehicles such as powered electric cycles and e-mopeds, and in particular the opportunity to equip charging infrastructure with a household power socket that makes it possible for such vehicles to be easily charged, since they represent a mode of transport that can help further reduce CO₂ emissions and air pollution.</u> Agreed

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Recital 12				
22	<p>(12) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU of the European Parliament and of the Council¹, Member States should take into account the availability of such private infrastructure when planning the deployment of publicly accessible recharging points.</p> <p>1. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).</p>	<p>(12) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU of the European Parliament and of the Council¹, Member States should take into account the availability of such private infrastructure when planning the deployment of publicly accessible recharging points.</p> <p>1. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).</p> <p>see also line 25c</p>	<p>Moved to row 25c</p>	<p>Agreed</p> <p>Moved to row 25c</p>
Recital 13				
23	<p>(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than</p>	<p>(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than</p>	<p>(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than</p>	<p>(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than</p>

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	light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost nowhere available in the Union. A combined approach of distance-based targets along the TEN-T network, targets for overnight recharging infrastructure and targets at urban nodes should ensure that a sufficient publicly accessible infrastructure coverage for electric heavy-duty vehicles is established throughout the Union to support the expected market uptake of battery electric heavy-duty vehicles.	light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost nowhere available in the Union <u>and the deployment of infrastructure therefore needs to be accelerated.</u> A combined approach of distance-based targets along the TEN-T network, targets for overnight recharging infrastructure and targets at urban nodes should ensure that a sufficient publicly accessible infrastructure coverage for electric heavy-duty vehicles is established throughout the—Union to <u>proactively</u> support the expected <u>market uptake</u> <u>market share increase</u> of battery electric heavy-duty vehicles.	light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost nowhere available in the Union. A combined approach of distance-based targets along the TEN-T network, with appropriate distinction between the TEN-T core network and the TEN-T comprehensive network , targets for overnight recharging infrastructure and targets at urban nodes, or in their vicinity , should ensure that a sufficient publicly accessible infrastructure coverage for electric heavy-duty vehicles is established throughout the— Union to support the expected market uptake of battery electric heavy-duty vehicles.	light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost nowhere available in the Union. A combined approach of distance-based targets along the TEN-T network, with appropriate distinction between the TEN-T core network and the TEN-T comprehensive network, targets for overnight recharging infrastructure and targets at urban nodes, or in their vicinity, should ensure that a sufficient publicly accessible infrastructure coverage for electric heavy-duty vehicles is established throughout the Union to support the expected market uptake of battery electric heavy-duty vehicles.
23a		<u>(13a) Therefore, an initial public investment in infrastructure for electric heavy-duty vehicles is needed, whereas any further infrastructure development beyond the one provided for in this Regulation should be conditional on their Union-wide, national and regional market</u>		

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		<u>share development and relevant traffic data.</u>		
Recital 14				
24	(14) A sufficient number of publicly accessible fast recharging points dedicated to heavy-duty vehicles should also be deployed along the TEN-T network to ensure full connectivity throughout the Union. That infrastructure should have sufficient power output to allow the recharge of the vehicle within the driver's legal break time. In addition to fast recharging points along the network, heavy-duty vehicles should also be able to use publicly accessible recharging infrastructure for overnight recharging along the main transport network to specifically support the electrification of the long haul sector.	(14) A sufficient number of publicly accessible fast recharging points dedicated to heavy-duty vehicles should also be deployed along the TEN-T network to ensure full connectivity throughout the Union. That infrastructure should have sufficient power output to allow the recharge of the vehicle within the driver's legal break time. In addition to fast recharging points along the network, heavy-duty vehicles should also be able to use publicly accessible recharging infrastructure for overnight recharging along the main transport network to specifically support the electrification of the long haul sector.	(14) A sufficient number of publicly accessible fast recharging points dedicated to heavy-duty vehicles should also be deployed along the TEN-T network to ensure full connectivity throughout the Union. That infrastructure should have sufficient power output to allow the recharge of the vehicle within the driver's legal break time. In addition to fast order take into account the time needed for the planning, design and implementation of the recharging points along the network, heavy-duty vehicles should also be able to use infrastructure, which may include the extension or upgrading of the electricity grid in certain areas, land acquisition, environmental authorisations, and/or awarding of public contracts, and in order to adapt to the progressive uptake of electric heavy-duty vehicles, the publicly accessible recharging infrastructure for overnight	(14) A sufficient number of publicly accessible fast recharging points dedicated to heavy-duty vehicles should be deployed along the TEN-T network to ensure full connectivity throughout the Union. That infrastructure should have sufficient power output to allow the recharge of the vehicle within the driver's legal break time. In order take into account the time needed for the planning, design and implementation of the recharging infrastructure, which may include the extension or upgrading of the electricity grid in certain areas, land acquisition, environmental authorisations, and/or awarding of public contracts, and in order to adapt to the progressive uptake of electric heavy-duty vehicles, the publicly accessible recharging infrastructure for these vehicles should be deployed progressively starting from 2025 in view of covering the entire TEN-T network by 2030.

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			recharging along the main transport network to specifically support the electrification of the long-haul sector these vehicles should be deployed progressively starting from 2025 in view of covering the entire TEN-T network by 2030.	
Recital 14a				
24a			(14a) For the deployment of electric recharging infrastructure along the TEN-T road network, all electric recharging stations to be deployed along the TEN-T road network should be located on the TEN-T road or within 3 km driving distance from the nearest exit of a TEN-T road.	(14a) For the deployment of electric recharging infrastructure along the TEN-T road network, all electric recharging stations to be deployed along the TEN-T road network should be located on the TEN-T road or within 3 km driving distance from the nearest exit of a TEN-T road.
Recital 14b				
24b			(14b) Some Member States are in the process of upgrading sections of the TEN-T network in order to meet the requirements laid down in Regulation (EU) 1315/2013¹. When upgrading the network to meet the requirements laid down in	(14b) Some Member States are in the process of upgrading sections of the TEN-T network in order to meet the requirements laid down in Regulation (EU) 1315/2013 ¹ . When upgrading the network to meet the requirements laid down in Regulation (EU) 1315/2013,

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			<p>Regulation (EU) 1315/2013, Member States should strive to ensure that the requirements for the deployment of recharging and refuelling infrastructure on the TEN-T network set out in this Regulation are implemented in a comprehensive manner to avoid stranded assets and in a way ensuring a coordinated implementation of both Regulations.</p> <p>1. 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).</p>	<p>Member States should strive to ensure that the requirements for the deployment of recharging and refuelling infrastructure on the TEN-T network set out in this Regulation are implemented in a comprehensive manner to avoid stranded assets and in a way ensuring a coordinated implementation of both Regulations.</p> <p>1. 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).</p>
24c		<p><u>(14a) New charging infrastructure standards for heavy-duty vehicles are currently being developed. It is technically possible to ensure the upgradability of the physical connections and communication exchange protocols so that individual charging stations and charging points can be upgraded to a new standard at a later stage.</u></p>		

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		<u>Therefore, the Commission should consider increasing the individual power output of recharging stations at recharging pools as soon as the new common technical specifications are available.</u>		
Recital 15				
25	(15) Recharging infrastructure along the TEN-T network should be complemented with fast publicly accessible recharging infrastructure in urban nodes. That infrastructure is required in particular for providing charging opportunities for delivery trucks and for destination charging for long haul trucks, whereas the national fleet-based target should provide recharging points for light-duty vehicles also in urban areas.	(15) Recharging infrastructure along the TEN-T network should be complemented with fast publicly accessible recharging infrastructure in urban nodes. That infrastructure is required in particular for providing charging opportunities for delivery trucks and for destination charging for long haul trucks, whereas the national fleet-based target should provide recharging points for light-duty vehicles also in urban areas.	(15) Recharging infrastructure along the TEN-T network should be complemented with fast publicly accessible recharging infrastructure in urban nodes, or their vicinity . That infrastructure is required in particular for providing charging opportunities for delivery trucks and for destination charging for long haul trucks, whereas the national fleet-based target should provide recharging points for light-duty vehicles also in urban areas. In addition to fast recharging points along the network and in urban nodes or in their vicinity, heavy-duty vehicles should also be able to use publicly accessible recharging infrastructure for overnight recharging along the main transport network to specifically support the	(15) Recharging infrastructure along the TEN-T network should be complemented with fast publicly accessible recharging infrastructure in urban nodes, or their vicinity. That infrastructure is required in particular for providing charging opportunities for delivery trucks and for destination charging for long haul trucks, whereas the national fleet-based target should provide recharging points for light-duty vehicles also in urban areas. In addition to fast recharging points along the network and in urban nodes or in their vicinity, heavy-duty vehicles should also be able to use publicly accessible recharging infrastructure for overnight recharging along the main transport network to specifically support the electrification of the long haul

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			electrification of the long haul sector.	sector.
Recital 15a				
25a			<p>(15a) In order to avoid investments that would be disproportionate compared to the traffic volumes along some TEN-T roads, Members States should be able to provide that one pool serves both directions of travel while meeting the other applicable requirements in terms of distance, power output and number of recharging points at the pools that are applicable for a single direction of travel or to reduce the total power output of the recharging pools dedicated to light-duty or heavy-duty vehicles located along TEN-T roads with low traffic volumes of respectively light-duty or heavy-duty vehicles and where the recharging infrastructure cannot be justified in socio-economic cost-benefit terms. For the same purpose, Member States should also be able to allow a higher maximum distance between the publicly accessible recharging pools dedicated to light-duty or</p>	<p>(15a) In order to avoid investments that would be disproportionate compared to the traffic volumes along some TEN-T roads, Members States should be able to provide that one pool serves both directions of travel while meeting the other applicable requirements in terms of distance, power output and number of recharging points at the pools that are applicable for a single direction of travel or to reduce the total power output of the recharging pools dedicated to light-duty or heavy-duty vehicles located along TEN-T roads with low traffic volumes of respectively light-duty or heavy-duty vehicles and where the recharging infrastructure cannot be justified in socio-economic cost-benefit terms. For the same purpose, Member States should also be able to allow a higher maximum distance between the publicly accessible recharging pools dedicated to light-duty or heavy-duty vehicles in the cases of</p>

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			heavy-duty vehicles in the cases of roads of the TEN-T core network with very low traffic volumes.	roads of the TEN-T core network with very low traffic volumes.
Recital 15a2				
25b			(15a2) Given the insular geography of Cyprus, the absence of land connection with other Member States and the mainland and the limited extent of its TEN-T road network, the long-distance heavy-duty traffic circulating in that Member State is limited. In addition, given the limited daily mileage of electric heavy-duty vehicles in that Member State, their recharging needs will mostly be covered by overnight recharging capacities in private locations, such as depots. Cyprus would therefore be under disproportionate and unnecessary obligations if it had to ensure a minimum coverage of publicly accessible recharging pools dedicated to heavy-duty vehicles in its territory at the same level as the one laid down by this Regulation in terms of total power output of pools located along the TEN-T	(15a2) Given the insular geography of Cyprus, the absence of land connection with other Member States and the mainland and the limited extent of its TEN-T road network, the long-distance heavy-duty traffic circulating in that Member State is limited. In addition, given the limited daily mileage of electric heavy-duty vehicles in that Member State, their recharging needs will mostly be covered by overnight recharging capacities in private locations, such as depots. Cyprus would therefore be under disproportionate and unnecessary obligations if it had to ensure a minimum coverage of publicly accessible recharging pools dedicated to heavy-duty vehicles in its territory at the same level as the one laid down by this Regulation in terms of total power output of pools located along the TEN-T network and maximum distance between those pools.

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			<p>network and maximum distance between those pools.</p> <p>Consequently, Cyprus should be able to submit to the Commission a reasoned request for the authorisation to apply lower requirements in that respect provided that such a request, if authorised, will not impede the circulation of electric heavy-duty vehicles in that Member State.</p>	<p>Consequently, Cyprus should be able to submit to the Commission a reasoned request for the authorisation to apply lower requirements in that respect provided that such a request, if authorised, will not impede the circulation of electric heavy-duty vehicles in that Member State.</p>

Recital 15b

25c	<p>(12) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU of the European Parliament and of the Council¹, Member States should take into account the availability of such private infrastructure when planning the deployment of publicly accessible recharging points.</p>	<p>(12) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU of the European Parliament and of the Council¹, Member States should take into account the availability of such private infrastructure when planning the deployment of publicly accessible recharging points.</p>	<p>(12)(15b) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU of the European Parliament and of the Council¹, Member States should take into account the availability of such private infrastructure when planning the deployment of publicly accessible recharging points.</p>	<p>(15b) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU¹, Member States should take into account the availability of such private infrastructure when planning the deployment of publicly accessible recharging points.</p> <p><small>1. Directive 2010/31/EU of the European</small></p>
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	<p>1. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).</p> <p>Moved reference text</p>	<p>1. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).</p> <p>see also line 22</p>	<p>1. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).</p> <p>Council suggests moving this recital, in order to have the recitals follow the logic of the articles</p> <p>Moved from row 22</p>	<p>Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).</p> <p>Agreed</p> <p>Moved from row 22</p>
Recital 16				
26	<p>(16) The deployment of recharging infrastructure is equally important in private locations, such as in private depots and at logistic centres to ensure overnight and destination charging. Public authorities should take measures in the context of setting up their revised national policy frameworks to ensure that the appropriate infrastructure is provided for that overnight and destination charging.</p>	<p>(16) The deployment of recharging infrastructure is equally important in private locations, such as in private depots and at logistic centres to ensure overnight and destination charging. Public authorities should take measures in the context of setting up their revised national policy frameworks to ensure that the appropriate infrastructure is provided for that overnight and destination charging.</p>	<p>(16) The deployment of recharging infrastructure for heavy-duty vehicle is equally important in private locations, such as in private depots and at logistic centres to ensure overnight and destination charging. Public authorities shouldmay take measures in the context of setting up their revised national policy frameworks to ensure that the appropriate infrastructure is provided for that overnight and destination charging.</p>	<p>(16) The deployment of recharging infrastructure for heavy-duty vehicle is equally important in private locations, such as in private depots and at logistic centres to ensure overnight and destination charging. Public authorities may take measures in the context of setting up their revised national policy frameworks to ensure that the appropriate infrastructure is provided for that overnight and destination charging.</p>
Recital 17				
27	<p>(17) Publicly accessible recharging or refuelling points</p>	<p>(17) Publicly accessible recharging or refuelling points</p>	<p>Moved to row 18c</p>	<p>Moved to row 18c</p>

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	include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points.	include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points. see also line 18c		
27a				

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		<p><u>(17a) In order to avoid any unintended consequences of this Regulation in discouraging the deployment of charging infrastructure for captive fleets such as public transport, publicly accessible recharging stations partially dedicated to public transport fleets, can be counted towards the relevant targets set out in this Regulation.</u></p> <p><u>Recharging points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users.</u></p> <p>see also line 18d</p>		
27b		<p><u>(17b) With a view to increase consumer convenience, Member States should encourage operators of publicly accessible recharging or refuelling points to ensure that the opening hours and uptime of their services fully meet the needs of end users.</u></p> <p>see also line 18e</p>		

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Recital 18				
28	<p>(18) A recharging station is the single physical installation for the recharging of electric vehicles. Every station has a theoretical maximum power output, expressed in kW. Every station has at least one recharging point that can serve only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations.</p>	<p>(18) A recharging station is the single physical installation for the recharging of electric vehicles. Every station has a theoretical maximum power output, expressed in kW. Every station has at least one recharging point that can serve only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations.</p>	Moved to row 18b	Moved to row 18b

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		see also line 18b		
Recital 19				
29	<p>(19) The possibility to develop advanced digital services, including contract-based payment solutions, and to ensure transparent user information by digital means depends on the deployment of digitally connected and smart recharging points that support the creation of a digitally connected and interoperable infrastructure¹. Those smart recharging points should comprise a set of physical attributes and technical specifications (hardware and software) that are necessary to send and receive data in real time, enabling the flow of information between market actors that are dependent on these data for fully developing the recharging experience, including charging point operators, mobility service providers, e-roaming platforms, distribution systems operators and, ultimately, end consumers.</p> <p>¹. In line with the principles laid down in the European Interoperability Framework</p>	<p>(19) The possibility to develop advanced digital services, including contract-based payment solutions, and to ensure transparent user information by digital means depends on the deployment of digitally connected and smart recharging points that support the creation of a digitally connected and interoperable infrastructure¹. Those smart recharging points should comprise a set of physical attributes and technical specifications (hardware and software) that are necessary to send and receive data in real time, enabling the flow of information between market actors that are dependent on these data for fully developing the recharging experience, including charging point operators, mobility service providers, e-roaming platforms, distribution systems operators and, ultimately, end consumers.</p> <p>¹. In line with the principles laid down in the European Interoperability Framework</p>	<p>(19) The possibility to develop advanced digital services, including contract-based payment solutions, and to ensure transparent user information by digital means depends on the deployment of digitally connected and smart recharging points that support the creation of a digitally connected and interoperable infrastructure¹. Those smart recharging points should comprise a set of physical attributes and technical specifications (hardware and software) that are necessary to send and receive data in real timedynamically, enabling the flow of information between market actors that are dependent on these data for fully developing the recharging experience, including charging point operators, mobility service providers, e-roaming platforms, distribution systems operators and, ultimately, end consumers.</p> <p>¹. In line with the principles laid down in</p>	<p>(19) The possibility to develop advanced digital services, including contract-based payment solutions, and to ensure transparent user information by digital means depends on the deployment of digitally connected and smart recharging points that support the creation of a digitally connected and interoperable infrastructure¹. Those smart recharging points should comprise a set of physical attributes and technical specifications (hardware and software) that are necessary to send and receive data dynamically, enabling the flow of information between market actors that are dependent on these data for fully developing the recharging experience, including charging point operators, mobility service providers, e-roaming platforms, distribution systems operators and, ultimately, end consumers.</p> <p>¹. In line with the principles laid down in the European Interoperability Framework</p>

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	– Implementation Strategy, COM/2017/0134 final.	– Implementation Strategy, COM/2017/0134 final.	the European Interoperability Framework – Implementation Strategy, COM/2017/0134 final.	– Implementation Strategy, COM/2017/0134 final. Agreed
Recital 20				
30	(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council ¹ 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,	(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council ¹ 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,	(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council ¹ enable real-time dynamic data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of recharging services. By providing dynamic 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,	(20) Smart metering systems as defined in Directive (EU) 2019/944 ¹ enable dynamic data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of recharging services. By providing dynamic energy metering 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

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>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.</p> <p>1. 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).</p>	<p>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.</p> <p>1. 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).</p>	<p>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.</p> <p>1. 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).</p>	<p>ensure that these systems comply with the requirements laid down in Article 20 of Directive (EU) 2019/444.</p> <p>1. 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).</p> <p>Agreed</p>
Recital 21				
31	<p>(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-</p>	<p>(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 <u>points, as well as off-grid recharging points</u>, in particular, can facilitate the integration of electric vehicles into the electricity system further <u>and reduce the impact of electric vehicles on the electricity distribution network</u>, as it enables</p>	<p>(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-</p>	<p>(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-</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	directional recharging (vehicle-to-grid). All normal recharging points at which vehicles are typically parked for a longer period should therefore support smart recharging.	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.	directional recharging (vehicle-to-grid). All normal recharging points built or renovated after the date of application of this Regulation at which vehicles are typically parked for a longer period should therefore support smart recharging.	directional recharging (vehicle-to-grid). All normal recharging points built or renovated after the <u>[date of application]</u> of this Regulation at which vehicles are typically parked for a longer period should therefore support smart recharging. Agreed
31a		<u>(21a) Bidirectional charging at both private and publicly accessible infrastructure could encourage people to purchase electric vehicles, as they can then be used for mobility as well as energy storage. Therefore, legislative hurdles such as double taxation should be prevented in order to further develop the business case of bidirectional charging and a sufficient number of private and publicly accessible charging stations should be made available for smart, bidirectional charging.</u>		
31b				


	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>(21b) To ensure that the swift transformation towards e-mobility takes place in a sustainable way, the Union should take a global leadership role in sustainable products, technologies, services and innovations in particular concerning a circular, socially fair, environmentally responsible, and sustainable battery value chain, including job security and sustainability in the transition to zero and low emission road, maritime and air transport sector.</u>		
Recital 22				
32	(22) The development of infrastructure for electric vehicles, the interaction of that infrastructure with the electricity system, and the rights and responsibilities assigned to the different actors in the electric mobility market, have to be consistent with the principles established under Directive (EU) 2019/944. In that sense, distribution system operators should cooperate on a non-discriminatory basis with any person establishing or operating publicly accessible recharging	(22) The development of <u>on-grid and off-grid</u> infrastructure for electric vehicles, the interaction of that infrastructure with the electricity system, and the rights and responsibilities assigned to the different actors in the electric mobility market, have to be consistent with the principles established under Directive (EU) 2019/944. In that sense, distribution system operators should cooperate on a non-discriminatory basis with any person establishing or operating publicly accessible recharging	(22) The development of infrastructure for electric vehicles, the interaction of that infrastructure with the electricity system, and the rights and responsibilities assigned to the different actors in the electric mobility market, have to be consistent with the principles established under Directive (EU) 2019/944. In that sense, distribution system operators should cooperate on a non-discriminatory basis with any person establishing or operating publicly accessible recharging points and Member States should	(22) The development of <u>on-grid and off-grid</u> infrastructure for electric vehicles, the interaction of that infrastructure with the electricity system, and the rights and responsibilities assigned to the different actors in the electric mobility market, have to be consistent with the principles established under Directive (EU) 2019/944. In that sense, distribution system operators should cooperate on a non-discriminatory basis with any person establishing or operating publicly accessible recharging


	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	points and Member States should ensure that the electricity supply for a recharging point can be the subject of a contract with a supplier other than the entity supplying electricity to the household or premises where this recharging point is located. The access of Union electricity suppliers to recharging points should be without prejudice to the derogations under Article 66 of Directive (EU) 2019/944.	points and Member States should ensure that the electricity supply for a recharging point can be the subject of a contract with a supplier other than the entity supplying electricity to the household or premises where this recharging point is located. The access of Union electricity suppliers to recharging points should be without prejudice to the derogations under Article 66 of Directive (EU) 2019/944.	ensure that the electricity supply for a recharging point can be the subject of a contract with a supplier other than the entity supplying electricity to the household or premises where this recharging point is located. The access of Union electricity suppliers to recharging points should be without prejudice to the derogations under Article 66 of Directive (EU) 2019/944.	points. The access of Union electricity suppliers to recharging points should be without prejudice to the derogations under Article 66 of Directive (EU) 2019/944.

Recital 23

33	(23) The establishment and operation of recharging points for electric vehicles should be developed as a competitive market with open access to all parties interested in rolling-out or operating recharging infrastructures. In view of the limited alternative locations on highways, existing highway concessions such as for conventional refuelling stations or rest areas are a particular cause for concern, since they can run over very long periods and sometimes even lack a specified end date altogether. Member States should	(23) The establishment and operation of recharging points for electric vehicles should be developed as a competitive market with open access to all parties interested in rolling-out or operating recharging infrastructures. <u>Therefore, Member States should prevent the emergence of dominant operators of charging infrastructure during the infrastructure development phase. Regional and local authorities support this objective by designating areas for competing operators.</u> In view of the limited alternative locations <u>for</u>	(23) The establishment and operation of recharging points for electric vehicles should be developed as a competitive market with open access to all parties interested in rolling-out or operating recharging infrastructures. In view of the limited alternative locations on highways, existing highway concessions such as for conventional refuelling stations or rest areas are a particular cause for concern, since they can run over very long periods and sometimes even lack a specified end date altogether. Member States should	(23) The establishment and operation of recharging points for electric vehicles should be developed as a competitive market with open access to all parties interested in rolling-out or operating recharging infrastructures. In view of the limited alternative locations <u>for recharging points for electric vehicles</u> on highways, existing highway concessions such as for conventional refuelling stations or rest areas are a particular cause for concern, since they can run over very long periods and sometimes even lack a specified end date
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	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>seek, to the extent possible and in compliance with Directive (EU) 2014/23 of the European Parliament and of the Council¹, to competitively award new concessions specifically for recharging stations on or adjacent to existing highway rest areas in order to limit deployment cost and enable new market entrants.</p> <p>1. Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).</p>	<p><u>charging operators</u> on highways, existing highway concessions such as for conventional refuelling stations or rest areas are a particular cause for concern, since they can run over very long periods and sometimes even lack a specified end date altogether. Member States should seek, to the extent possible and in compliance with Directive (EU) 2014/23 of the European Parliament and of the Council¹, to competitively award new concessions specifically for recharging stations on or adjacent to existing highway rest areas in order to <u>prevent encroaching onto green spaces and to</u> limit deployment cost and enable new market entrants. <u>The possibility of setting up recharging points of competing operators at a highway rest area can also be considered.</u></p> <p>1. Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).</p>	<p>seek, to the extent possible and in compliance with Directive (EU) 2014/23 of the European Parliament and of the Council¹, to competitively award new concessions specifically for recharging stations on or adjacent to existing highway rest areas in order to limit deployment cost and enable new market entrants.</p> <p>1. Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).</p>	<p>altogether. Member States should seek, to the extent possible and in compliance with Directive (EU) 2014/23¹, to competitively award new concessions specifically for recharging stations on or adjacent to existing highway rest areas in order <u>to prevent encroaching onto green spaces and</u> to limit deployment cost and enable new market entrants.</p> <p>1. Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).</p> <p>Agreed</p>
33a		<u>(23a) There is a wide range of funding sources available for</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<p><u>Member States to support the deployment of alternative fuels infrastructure, in particular the Recovery and Resilience Facility established by Regulation (EU) 2021/241¹, the Commission's Technical Support Instrument established by Regulation (EU) 2021/240², the Connecting Europe Facility established by Regulation (EU) 2021/1153³ 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) 2021/1058⁴ 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</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<p><u>working in sustainable infrastructure and mobile assets. In recent years, the EIB Group has also ramped up its support to accelerate newer technologies such as e-mobility and digitalisation under the Cleaner Transport Facility, and the EIB is expected to continue providing a range of financing structures to help accelerate the deployment. Member States should tap into these financing possibilities, in particular to support public transport and active transport solutions and to finance measures designed to support citizens in energy and mobility poverty.</u></p> <p><u>1. Regulation (EU) 2021/241 of the European Parliament and of the Council of 12 February 2021 establishing the Recovery and Resilience Facility (OJ L 57, 18.2.2021, p. 17).</u></p> <p><u>2. Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument (OJ L 57, 18.2.2021, p. 1).</u></p> <p><u>3. Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38).</u></p> <p><u>4. Regulation (EU) 2021/1058 of the</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>European Parliament and of the Council of 24 June 2021 on the European Regional Development Fund and on the Cohesion Fund (OJ L 231, 30.6.2021, p. 60).</u>		
Recital 24				
34	(24) Price transparency is crucial to ensure seamless and easy recharging and refuelling. Users of alternative fuel vehicles should be given accurate price information before the start of the recharging or refuelling service. The price should be communicated in a clearly structured manner to allow end users to identify the different cost components.	(24) Price transparency <u>and affordability</u> is crucial to ensure seamless and easy recharging and refuelling. Users of alternative fuel vehicles should—be given accurate price information before the start of the recharging or refuelling service. The price should be communicated in a clearly structured manner, <u>displaying, when applicable, the cost per kWh or per kg</u> , to allow end users to identify, <u>and to anticipate, the total cost of the recharging or refuelling operation</u> the different cost components .	(24) Price transparency is crucial to ensure seamless and easy recharging and refuelling. Users of alternative fuel vehicles should— be given accurate price information before the start of the recharging or refuelling service. The price should be communicated in a clearly structured manner to allow end users to identify the different price components charged by the operator to calculate the price of a recharging session and anticipate the total cost. This requirement should be without prejudice to the right of Member States to determine the applicable unit price of the electricity recharged from a charging station in accordance with Directive 98/6/EC cost components .	(24) Price transparency is crucial to ensure seamless and easy recharging and refuelling. Users of alternative fuel vehicles should be given accurate price information before the start of the recharging or refuelling service. The price should be communicated in a clearly structured manner to allow end users to identify the different price components charged by the operator to calculate the price of a recharging session and anticipate the total cost. This requirement <u>The operator should also be allowed to charge additional fees, for instance to avoid blocking the recharging point from being used by other users as long as these fees are clearly indicated and communicated before the start of the recharging session. Laying down requirements on operators and mobility service providers would provide guarantees and</u>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				<p><u>predictability to consumers and thus contribute to ensuring confidence during the initial stages of uptake of electric mobility and encourage the rapid take-up of battery-electric and fuel-cell electric vehicles, which is essential for the achievement of the increased climate ambition of the Union and the European Green Deal. Prices should be reasonable, not exceeding incurred costs and a reasonable profit. These price requirements</u></p> <p>should be without prejudice to the right of Member States to determine the applicable unit price of the electricity recharged from a charging station in accordance with Directive 98/6/EC.</p>
34a		<p><u>(24a) The uptake of battery-electric and hydrogen vehicles will lead to a substantial change in recharging patterns which makes information on the availability of electric recharging points and refuelling stations essential for a seamless travel within the EU. To optimise the efficiency of both journey</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>planning and recharging or refuelling, drivers should be given comprehensive information on the availability of specific recharging and refuelling points and expected waiting times. Therefore, Member States should encourage operators to offer information systems for end users. Such systems should be precise, user-friendly and operable in the official language(s) of the Member State and in English.</u>		
Recital 25				
35	(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	(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. <u>National regulatory authorities and</u> the Commission should monitor the development of	(25) New services emerge, particularly in support of the use of electric vehicles and offer a basis for the development of grid integration services. Incentives provided by Member states as well as binding measures such as mandatory roaming capability on designated recharging points have played a significant role in the development of such services. 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	(25) New services emerge, in support of the use of electric vehicles and offer a basis for the development of grid integration services. Incentives provided by Member states as well as binding measures <u>adopted by Member States</u> such as mandatory roaming capability on designated recharging points have played a significant role in the development of such <u>these new</u> services. Entities offering those services, such as mobility service providers, should be able to operate under fair market conditions. In particular, operators of recharging points

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	reviewing the Regulation, the Commission will take actions where required by market developments such as limitations of services for end users or business practices that may limit competition.	the recharging market. <u>At the latest</u> when reviewing the Regulation, the Commission will take actions where required by market developments such as limitations of services for end users or business practices that may limit competition.	treatment to any of those service providers, for instance through unjustified price differentiation that may impede competition and ultimately lead to higher prices for consumers. The Commission should monitor the development of the recharging market. When reviewing the Regulation, the Commission will take actions where required by market developments such as limitations of services for end users or business practices that may limit competition.	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. <u>In order to ensure such transition and that users of such vehicles can easily and without any hinderance use recharging infrastructure everywhere in the Union, Member States</u> The Commission should monitor the development of the recharging market. When reviewing the Regulation, the Commission will take actions where required by market developments such as limitations of services for end users, <u>services misguiding consumers and hampering price transparency</u> , or business practices that may limit competition.
Recital 26				
36	(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	(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	(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	(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

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>hydrogen-powered motor vehicle deployment possible as envisaged in the Commission's hydrogen strategy for a climate-neutral Europe¹. Currently, hydrogen refuelling points are only deployed in a few Member States and are largely not suitable for heavy-duty vehicles, not allowing for a circulation of hydrogen vehicles across the Union. Mandatory deployment targets for publicly accessible hydrogen refuelling points should ensure that a sufficiently dense network of hydrogen refuelling points is deployed across the TEN-T core network to allow for the seamless travel of hydrogen fuelled light-duty and heavy-duty vehicles throughout the Union.</p> <p>¹. COM(2020) 301 final.</p>	<p>hydrogen-powered motor vehicle deployment possible as envisaged in the Commission's hydrogen strategy for a climate-neutral Europe¹. Currently, hydrogen refuelling points are only deployed in a few Member States and are largely not suitable for heavy-duty vehicles, not allowing for a circulation of hydrogen vehicles across the Union. Mandatory deployment targets for publicly accessible hydrogen refuelling points should ensure that a sufficiently dense network of hydrogen refuelling points is deployed across the TEN-T core network to allow for the seamless travel of hydrogen fuelled light-duty, <u>heavy-duty vehicles and long-distance collective passenger transport</u> and heavy-duty vehicles throughout the Union.</p> <p>¹. COM(2020) 301 final.</p>	<p>hydrogen-powered motor vehicle deployment possible as envisaged in the Commission's hydrogen strategy for a climate-neutral Europe¹. Currently, hydrogen refuelling points are only deployed in a few Member States and are largely not suitable for heavy-duty vehicles, not allowing for a circulation of hydrogen vehicles across the Union. Mandatory deployment targets for publicly accessible hydrogen refuelling points should ensure that a sufficiently dense network of hydrogen refuelling points is deployed across the TEN-T core network to allow for the seamless travel of hydrogen fuelled light-duty and heavy-duty vehicles throughout the Union. For the deployment and location of hydrogen refuelling infrastructure along the TEN-T network, all hydrogen refuelling stations to be deployed along the TEN-T road network should be located on the TEN-T road or within 10 km driving distance from the nearest exit of a TEN-T road.</p> <p>¹. COM(2020) 301 final.</p>	<p>hydrogen-powered motor vehicle deployment possible as envisaged in the Commission's hydrogen strategy for a climate-neutral Europe¹. Currently, hydrogen refuelling points are only deployed in a few Member States and are largely not suitable for heavy-duty vehicles, not allowing for a circulation of hydrogen vehicles across the Union. Mandatory deployment targets for publicly accessible hydrogen refuelling points should ensure that a sufficiently dense network of hydrogen refuelling points is deployed across the TEN-T core network to allow for the seamless travel of hydrogen fuelled light-duty and heavy-duty vehicles throughout the Union. For the deployment and location of hydrogen refuelling infrastructure along the TEN-T network, all hydrogen refuelling stations to be deployed along the TEN-T road network should be located on the TEN-T road or within 10 km driving distance from the nearest exit of a TEN-T road.</p> <p>¹. COM(2020) 301 final.</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Recital 27				
37	<p>(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 Council¹ 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.</p> <p>¹. 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).</p>	<p>(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 Council¹ 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, <u>inland shipping and long-distance collective passenger transport</u> and <u>inland shipping</u>.</p> <p>¹. 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).</p>	<p>(27) To ensure that 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, Member States should analyse the best location for refuelling is possible at least in the main urban areas, all stations and, in that context, consider the deployment of such stations in urban nodes, as defined in Regulation (EU) No 1315/2013 of the European Parliament and of the Council¹ should provide such refuelling stations. Within the urban nodes, public authorities should consider to deploy the stations within¹, or in their vicinity, or in multimodal freight centres hubs 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.</p> <p>¹. 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</p>	<p>(27) To ensure that hydrogen fuelled vehicles are able to refuel at or close to the destination, which is usually located in an urban area, Member States should analyse the best location for refuelling stations and, in that context, consider the deployment of such stations in urban nodes, as defined in Regulation (EU) No 1315/2013¹, or their vicinity, or in multimodal hubs 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.</p> <p>¹. 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).</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).	
Recital 28				
38	<p>(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'¹ 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</p>	<p>(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'¹ 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</p>	<p>(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'¹ 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</p>	<p>(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'¹ 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</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>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.</p> <p>1. COM(2020) 301 final</p>	<p>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.</p> <p>1. COM(2020) 301 final</p>	<p>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.</p> <p>1. COM(2020) 301 final</p>	<p>preferred technology choice of some vehicle manufacturers.</p> <p>1. COM(2020) 301 final</p>
38a		<p><u>(28a) It is important to support the effective rollout in Member States of the hydrogen refuelling infrastructure that is foreseen. This will require coordination amongst all stakeholders, including by European, national, and regional institutions, trade unions, and the industry. Initiatives, such as the Clean Hydrogen Joint Undertaking, set up by Council Regulation (EU) 2021/2085, should also be used with a view to facilitating and leveraging private funding so that it reaches the relevant targets identified in this Regulation.</u></p>		
Recital 29				
39				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	(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.	(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.	(29) A number of LNG liquefied methane refuelling points are established in the Union, already providing a backbone for the circulation of LNG liquefied methane driven heavy-duty vehicles. The TEN-T core network should remain the basis for the deployment of LNG liquefied methane infrastructure, and progressively for bio-LNG liquefied bio-methane , 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.	(29) A number of liquefied methane refuelling points are established in the Union, already providing a backbone for the circulation of liquefied methane driven heavy-duty vehicles. The TEN-T core network should remain the basis for the deployment of liquefied methane infrastructure, and progressively for liquefied bio-methane, 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. Agreed
	Recital 29a			
39a				<u>(29a) Whenever this Regulation refers to ‘liquefied methane’ and exclusively for the purposes of this Regulation, the text should</u>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				<p><u>read ‘LNG, liquefied biogas or synthetic liquefied methane, including blends of these fuels’. The use of ‘liquefied methane’ does not alter the composition, definition or composition as defined in other Union legislation of each of the separate fuels (LNG, liquefied biogas or synthetic liquefied methane).</u></p> <p>Agreed</p>
Recital 30				
40	<p>(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</p>	<p>(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 <u>electronic card</u> payment instruments that are widely used in the Union, and in particular electronic payments through terminals and devices used for payment services<u>or</u></p>	<p>(30) Users of alternative fuel vehicles should be able to recharge or refuel on an ad hoc basis and 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</p>	<p>(30) Users of alternative fuel vehicles should be able to recharge or refuel on an ad hoc basis and 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.</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point.	<u>devices with a contactless functionality that is at least able to read payment cards, and if possible also additional payment instruments that are widely used in the Union.</u> That ad hoc payment method should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point. <u>In order to guarantee consumer friendly and seamless payments at charging and refuelling stations, the Commission should be encouraged to amend Directive (EU) 2015/2366 to guarantee that contactless payment by card is possible at charging and refuelling stations.</u>	devices used for payment services. The application in time of that obligation should be deferred for those infrastructures deployed before this Regulation starts to apply. That ad hoc payment method should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point.	The application in time of that obligation should be deferred for those infrastructures deployed before this Regulation starts to apply. That ad hoc payment method should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point.
40a		<u>(30a) To ensure that recharging infrastructure is used efficiently and improves reliability and consumer confidence in e-mobility, it is essential to ensure that the use of publicly accessible recharging stations are accessible to all users, regardless of the automobile brand, in a user friendly and non-discriminatory way.</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Recital 31				
41	<p>(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. In principle, the location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be used by as much of the public as possible, in particular by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or screen of the recharging station are at an appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility requirements in Annexes I and III</p>	<p>(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. In principle, The location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be used <u>by as much accessible and user-friendly for all</u> of the public as possible, in particular by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or screen of the recharging station are at an appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility</p>	<p>(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. In principle, the location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be used by as much of the public as possible, in particular by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or screen of the recharging station are at an appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility requirements in Annexes I and III</p>	<p>(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. In principle, the location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be used by as much of the public as possible, in particular by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or screen of the recharging station are at an appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility requirements in Directive</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>to Directive 2019/882¹ should be applicable to recharging and refuelling infrastructure.</p> <p>1. Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70).</p>	<p>requirements in Annexes I and III to Directive 2019/882¹ should be applicable to recharging and refuelling infrastructure.</p> <p>1. Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70).</p>	<p>to-Directive 2019/882¹ should be applicable to recharging and refuelling infrastructure.</p> <p>1. Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70).</p>	<p>2019/882¹ should be applicable to recharging and refuelling infrastructure.</p> <p>1. Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70).</p>
Recital 31a				
41a				<p><u>(31a) The safety and security of users, particularly at unattended charging stations, could be addressed, by equipping the charging stations with emergency buttons, displaying emergency services contact information, ensuring adequate lighting or any other appropriate measures.</u></p>
Recital 32				
42	<p>(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</p>	<p>(32) Shore-side electricity facilities, <u>either fixed or mobile</u>, 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. <u>The public</u></p>	<p>(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</p>	<p>(32) Shore-side electricity facilities, <u>either fixed or mobile</u>, can serve maritime and inland waterway transport as clean power supply and contribute to reducing the environmental, <u>climate and health</u> impact of seagoing ships and inland waterway vessels, <u>in</u></p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>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.</p>	<p><u>health and climate benefits of using onshore-power supply over other options are prominent in terms of air quality for urban areas surrounding ports.</u> 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. <u>As there are diverse governance frameworks regulating maritime ports in the Union, Member States may decide that the infrastructure is deployed in the relevant terminals with the highest amount of port calls for each individual ship type, in order to reach those targets.</u> The application of these targets to all TEN-T maritime ports should ensure the level playing field between ports. <u>Given the costs and complexity related to the roll-out of shore-side electricity in maritime ports, it is essential to prioritise investments within ports and, where relevant, between</u></p>	<p>operators of container and passenger ships need to comply with provisions to reduce emissions while moored at the quayside at berth. Mandatory deployment targets should ensure that the sector finds sufficient shore-side electricity supply for ships that are moored at the quayside in TEN-T core and comprehensive maritime ports to comply with those requirements. Therefore, this Regulation lays down clear shore-side electricity infrastructure deployment targets in TEN-T ports. Considering the fact that Member States have different governance models for ports, Member States may decide that the infrastructure is deployed within their ports in the different terminals according to the needs, in order to reach those targets. It is important that the deployment within ports, and where relevant The application of these targets to all TEN-T maritime ports should ensure the level playing field between port terminals, be there where the maximum return of investment and occupancy rate result in the</p>	<p><u>particular in terms of air quality for urban areas surrounding ports.</u> Under the FuelEU Maritime initiative, ship operators of container and passenger ships need to comply with provisions to reduce emissions while moored at the quayside. Mandatory deployment targets should ensure that the sector finds sufficient shore-side electricity supply for ships that are moored at the quayside in TEN-T core and comprehensive maritime ports to comply with those requirements. Therefore, this Regulation lays down clear shore-side electricity infrastructure deployment targets in TEN-T ports. Considering the fact that Member States have different governance models for ports, Member States may decide that the infrastructure is deployed within their ports in the different terminals according to the needs, in order to reach those targets. It is important that the deployment within ports, and where relevant between terminals, be there where the maximum return of investment and occupancy rate result in the highest environmental benefits in <u>terms of</u> greenhouse gasses and air</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>terminals, where they make the most sense in terms of utilisation, economic viability, reductions of greenhouse gas emissions and air pollution, and grid capacity.</u>	highest environmental benefits (greenhouse gasses and air pollution reductions).	pollution reductions). The 'either fixed or mobile' is referring to the fact that the shore-side installation needs to be able to move along the quay, as not every ship is the same size and you need to bring the interface to the place next to the ship where the connectors are installed. Agreed
Recital 32a				
42a		<u>(32a) Member States should take all necessary steps to ensure sufficient frequency conversion, power reserve and that the electricity grid is sufficiently extended, in connectivity and capacity, to ensure that enough shore-side electricity supply is provided to meet the power demands resulting from the provision of shore-side electricity in ports, as required in this Regulation. To ensure continuity, Member States should upgrade and maintain the grid so that it is able to handle present and future increased demand of shore-side electricity services in ports. In</u>		See alternative wording in recital 37(a) new – line 47a, linked to the wording proposed in Article 14(3) – line 272

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>case it is impossible to supply sufficient shore-side electricity due to weak capacity in the local grid connecting to the port, this should be rectified by the Member State and not be considered as a failure by the port nor of the ship owner or operator to comply with the requirements of this Regulation, as long as the insufficient local grid capacity is duly attested by the grid manager.</u>		
	Recital 32b			
G	42b	<u>(32b) The development and deployment of alternative fuels for the maritime sector requires a coordinated approach to match supply and demand and avoid stranded assets. Therefore, all relevant public and private actors should be involved in the roll-out of alternative fuels and notably of shore-side electricity, including but not limited to relevant authorities at local, regional and national level, port authorities, terminal operators, grid operators, onshore power supply operators, ship-owners and other relevant maritime market actors.</u>		<u>(32b) The planning, development and deployment of shore-side electricity supply for seagoing ships requires a coordinated approach to match supply and demand and avoid stranded assets. Therefore, all public and private stakeholders on both the ship side and port side (as well as any other relevant market actor) should coordinate to allow for smooth operations on an everyday basis.</u> Includes text from recital (34c) - line 44c Agreed

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Recital 32c				
42c		<p><u>(32c) In order to ensure a coherent legislative framework for the use and deployment of alternative fuels, this Regulation should be aligned with Regulation XXXX-XXX [FuelEU Maritime] and Directive 2003/96/EC [Energy Taxation Directive]. This alignment should ensure that the provisions on onshore power supply in ports is accompanied by rules mandating the use of shore-side electricity by ships and by rules incentivising its use through a tax exemption.</u></p>		
Recital 32d				
42d		<p><u>(32d) The prioritisation of certain segments of shipping for the provision and use of shore-side electricity to lower emissions at berth should not exempt other segments from contributing to the climate and zero pollution goals. Therefore, as part of the review of this Regulation, the Commission should assess extending the provisions relating to minimum</u></p>		<u>(32d)</u>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>shore-side electricity supply in TEN-T core and comprehensive maritime ports to include also smaller ships and additional ship types. The Commission should in particular consider the availability of relevant data, the potential reduction in greenhouse gas emissions and air pollution, the technological development and the effectiveness of a widening of the scope in terms of climate and health benefits, the scale of administrative burden as well as financial and social consequences thereof. In addition, the Commission should assess extending the provisions to allow for infrastructure that would supply shore-side electricity to vessels at anchorage within a port area.</u>		
	Recital 32e			
42e		<u>(32e) It is important to avoid stranded assets and make sure that the public and private investments that are made today are future proof and contributing to the climate neutral pathway as set out by the European Green Deal. The deployment of shore-</u>		<u>(32e) It is important to avoid stranded assets and make sure that the public and private investments that are made today are future proof and contributing to the climate neutral pathway as set out by the European Green Deal. The deployment of shore-</u>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>side electricity in maritime ports has to be seen together with the current and future deployment of equivalent alternative zero-greenhouse gas emission and zero-pollutants technologies, in particular those technologies that deliver emission and pollutants reductions both at berth and during navigation.</u>		<u>side electricity in maritime ports has to be seen together with the current and future deployment of equivalent alternative zero-greenhouse gas emission and zero-pollutants technologies, in particular those technologies that deliver emission and pollutants reductions both at berth and during navigation.</u> Agreed
Recital 33				
43	(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.	(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.	(33) Seagoing container ships and seagoing passenger ships, being the ship categories which are producing the highest amount of emissions per ship while moored at the quayside at berth , should as a priority be provided with shore-side electricity supply. In order to take into account power demand characteristics while moored at the quayside 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 crafts , and those for other passenger ships.	(33) Seagoing container ships and seagoing passenger ships, being the ship categories which are producing the highest amount of emissions per ship while moored at the quayside, should as a priority be provided with shore-side electricity supply. In order to take into account power demand characteristics while moored at the quayside 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 crafts, and those for other passenger ships.

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				Agreed
Recital 34				
44	<p>(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</p>	<p>(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, <u>as well as of the outermost regions, for which maritime transport is used for the purposes of tourism activities.</u> Their energy production capacity in these islands may not always be sufficient to account for the power</p>	<p>(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 based on the average annual number of port calls, should not be subject to 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</p>	<p>(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 based on the average annual number of port calls, should not be subject to 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.</p> <p>Agreed</p>

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	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.	demand required to support the provision of shore-side electricity supply. In such a case islands <u>these territories</u> 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.	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.	
Recital 34a				
44a			(34a) When determining the number of the port calls, calls of short duration, of ships that use zero-emission technologies, of unscheduled port calls for reason of safety or saving lives at sea and exceptional circumstances requiring the use of on-board energy generation, under emergency situations representing immediate risk to life, the ship, the environment or for other reasons of force majeure should not be taken into account.	(34a) When determining the number of the port calls, calls of short duration, of ships that use zero-emission technologies, of unscheduled port calls for reason of safety or saving lives at sea and exceptional circumstances requiring the use of on-board energy generation, under emergency situations representing immediate risk to life, the ship, the environment or for other reasons of force majeure should not be taken into account.
Recital 34b				
44b			(34b) Maritime transport is an	(34b) Maritime transport is an

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			<p>important link for the cohesion and economic development of islands and the outermost regions in the Union as well as for some specific territories of some Member States such as Ceuta and Melilla. Energy production capacity in these islands, regions and territories 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, those islands, regions and territories should be exempted from this requirement unless and until such an electrical connection with the mainland or neighbouring countries, as the case may be, has been completed or there is a sufficient locally generated capacity from clean energy sources.</p> <p>This is the second part of the Commission recital 34</p>	<p>important link for the cohesion and economic development of islands and the outermost regions in the Union as well as for some specific territories of some Member States such as Ceuta and Melilla. Energy production capacity in these islands, regions and territories 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, those islands, regions and territories should be exempted from this requirement unless and until such an electrical connection with the mainland or neighbouring countries, as the case may be, has been completed or there is a sufficient locally generated capacity from clean <u>non-fossil</u> energy sources.</p> <p>Agreed</p> <p>This is the second part of the Commission recital 34</p>
	Recital 34c			
g	44c		<p>(34c) All relevant stakeholders should coordinate about shore-side electricity supply for</p>	<p>(34c) All relevant stakeholders should coordinate about shore-side electricity supply for seagoing</p> <p>g</p>

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			seagoing ships in order to facilitate planning and investments on the medium and long terms both for the ship side and port side and to allow for smooth operations on an every day basis.	ships in order to facilitate planning and investments on the medium and long terms both for the ship side and port side and to allow for smooth operations on an every day basis. Is integrated in recital (32b) - line 42b Agreed
Recital 35				
45	(35) A core network of refuelling points for LNG at maritime ports should be available by 2025. Refuelling points for LNG include LNG terminals, tanks, mobile containers, bunker vessels and barges.	(35) A core network of refuelling points for LNG, <u>hydrogen and ammonia</u> at maritime ports should be available by 2025. <u>The deployment of LNG infrastructure, due to the fuel's transitional role, should be driven by market demand, to avoid stranded assets and underused capacity</u> . Refuelling points for LNG include LNG terminals, tanks, mobile containers, bunker vessels and barges.	(35) A core network An appropriate number of refuelling points for LNG liquefied methane at maritime ports of the TEN-T core network should be available by 2025. Refuelling points for LNG liquefied methane include LNG liquefied methane terminals, tanks, tank truck trailers, truck tankers , mobile containers, bunker vessels and barges.	(35) An appropriate number of refuelling points for liquefied methane at maritime ports of the TEN-T core network should be available by 2025. <u>The deployment of this infrastructure should be driven by market demand</u> . Refuelling points for liquefied methane include liquefied methane terminals, tanks, tank truck trailers, truck tankers, mobile containers, bunker vessels and barges. EP asked to include: The deployment of this infrastructure should be driven by market demand. Agreed
Recital 35a				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
45a			(35a) Installations providing shore-side electricity supply should also be deployed in inland waterway ports of the TEN-T network.	(35a) Installations providing shore-side electricity supply should also be deployed in inland waterway ports of the TEN-T network. Agreed
Recital 36				
46	(36) Electricity supply to stationary aircraft at airports should replace the consumption of liquid fuel with a cleaner power source by aircraft (use of Auxiliary Power Unit) or ground power units (GPUs). This should reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply while parked at gates or at outfield positions at TEN-T airports.	(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). <u>Therefore, all commercial transport operations covered under the scope of this Regulation should make use of external electricity supply while parked at gates or at outfield positions at airports. Additionally, in order for commercial passenger aircraft to completely turn off their engines while parked, pre-conditioned air (PCA) systems in in TEN-T core airports should be taken into account. This would</u> reduce pollutant and noise emissions, improve air quality and reduce the impact on	(36) External electricity supply to stationary aircraft at airports should replace the consumption of liquid fuel with a cleaner power aviation kerosene as a source by aircraft (use of Auxiliary Power Unit) or ground power units (GPUs) of energy when the aircraft is stationary at airports. This should reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply while parked at gates or at outfield positions at TEN-T airports. the contact or remote stands at TEN-T airports. The external energy supply to aircraft could be ensured thanks to fixed or	(36) External electricity supply should replace aviation kerosene as a source of energy <u>the use of the engines</u> when the aircraft is stationary at airports. This should reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply while parked at the contact or remote stands at TEN-T airports. The external energy supply to aircraft could be ensured thanks to fixed or mobile ground power units, both at contact stands and remote stands. While aircrafts should be able to make use of external electricity supply at all contact and remote stands used for commercial air transport

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		climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply <u>and pre-conditioned air systems</u> while parked at gates or at outfield positions at TEN-T airports.	mobile ground power units, both at contact stands and remote stands. While aircrafts should be able to make use of external electricity supply at all contact and remote stands used for commercial air transport operations, it would not be necessary that each stand is equipped with at least one fixed or mobile ground power unit, since one source of electricity, either fixed or mobile, can serve multiple stands and be deployed according to operational needs.	operations, it would not be necessary that each stand is equipped with at least one fixed or mobile ground power unit, since one source of electricity, either fixed or mobile, can serve multiple stands and be deployed according to operational needs. New text in the recital to reflect the new text in Article 12(1a) – line 238b Agreed
	Recital 36-a			
46a				<u>(36-a) When ensuring that the provision of electricity supply to stationary aircraft in airports is ensured, Member States should, where appropriate, in particular through the airport users' committee established by the Directive 96/67/EC¹, promote the cooperation between the airport managing body and suppliers of ground-handling services as well as, where relevant, with self-handling airport users.</u> <u>1. Directive 96/67/EC of the European</u>

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				<p><u>Parliament and of the Council of 15 October 1996 on access to the ground handlingmarket at Community airports. (OJ L 272, 25.10.1996, p. 36)</u></p> <p>Commission explained that the airport user's committee does not cover the whole airport community - asks if the reference can be deleted</p> <p>Agreed</p>
Recital 36a				
46b			<p>(36a) Members States should be able to exempt airports of the TEN-T network, with less than 10 000 commercial flight movements per year, from the obligation to provide electricity to stationary aircraft at all remote stands. Considering the number of flights concerned, the investment and maintenance costs for providing the remote stands with electricity in those airports may not be proportionate to the environmental benefit, especially in comparison with more efficient investments to tackle airports' CO2 emissions.</p>	<p>(36a) Members States should be able to exempt airports of the TEN-T network, with less than 10 000 commercial flight movements per year, <u>averaged over the last 3 years</u>, from the obligation to provide electricity to stationary aircraft at all remote stands. Considering the number of flights concerned, the investment and maintenance costs for providing the remote stands with electricity in those airports may not be proportionate to the environmental benefit, especially in comparison with more efficient investments to tackle airports' CO2 emissions.</p> <p>Agreed</p>

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	Recital 37			
47	<p>(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, alternatives to fossil fuel will be needed in all transport modes to meet the ambitions of the European Green Deal. The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be met by the Member States. The revised frameworks should equally address all transport modes</p>	<p>(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, alternatives to fossil fuel <u>fossil fuels should be phased out and sustainable alternatives</u> will be needed in all transport modes to meet the ambitions of the European Green Deal <u>and the Union climate objectives</u>. The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be</p>	<p>(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, alternatives to fossil fuel will be needed in all transport modes to meet the ambitions of the European Green Deal. The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be met by the Member States. The revised frameworks should <u>equally could also</u> address all</p>	<p>(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, alternatives to fossil fuel will be needed in all transport modes to meet the ambitions of the European Green Deal <u>and the Union climate objectives</u>. The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be met by the Member States. The revised frameworks could <u>also</u> address all</p>


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	including those for which no mandatory deployment targets exists.	met by the Member States. <u>The national policy frameworks should be based on territorial analysis, identifying the different needs and taking into account, when relevant, existing regional and local deployment plans of recharging and refuelling infrastructure. Attention should be paid to rural areas in order to ensure full accessibility to such infrastructure. Furthermore,</u> the revised frameworks should equally address all transport modes including those for which no mandatory deployment targets exists.	transport modes including those for which no mandatory deployment targets exists. Member States should regularly report on the progress made on the implementation of those revised national policy framework.	address transport modes for which no mandatory deployment targets exists. Member States should regularly report on the progress made on the implementation of those revised national policy framework.
Recital 37a				
47a				<u>(37a) Moreover, Member States should regularly assess how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system and to the further absorption of renewable electricity. That assessment should identify the appropriate measures to be implemented to ensure consistency of the infrastructure planning with the</u>

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				<u>respective grid planning in order to meet the requirements set out in this Regulation. Without prejudice to Directive 2019/943 and Regulation 2019/944, Member States should take all necessary steps to ensure that the electricity grid meets the power demand of the recharging infrastructure mandated in this Regulation. To that end, Member States should upgrade and maintain the grid so that it is able to handle present and future demand from the transport sector for electricity</u>
Recital 38				
48	(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	(38) The revised national policy frameworks should <u>be aligned with the Union climate objectives</u> and include <u>detailed market and traffic shares, especially for transit traffic, data monitoring and evaluation on a frequent basis, providing for market projections and</u> 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	(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	(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

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	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.	and with the industry concerned, while taking into account the needs of <u>ensuring a socially just transition and of</u> 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. <u>The revised national policy frameworks should take into utmost account the 'energy efficiency first' principle. Member States should consider the recently released Recommendation and Guidelines on the implementation of the principle, which explain how planning, policy and investment decisions can reduce energy consumption in a number of key sectors, including transport.</u>	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.	planning, permitting and procuring of such infrastructure, including the identified obstacles and actions to remove them so that <u>that the time between the initial application and installation of the infrastructure is reasonable and</u> a faster rollout of infrastructure can be achieved. <u>When revising the national policy frameworks it would be important to observe the general principles of technological neutrality and energy efficiency first. Member States should list the measures where such measures have been adopted or are planned.</u>
Recital 39				
49	(39) The development and implementation of the revised national policy frameworks of the Member States should be	(39) The development and implementation of the revised national policy frameworks of the Member States should be	(39) The development and implementation of the revised national policy frameworks of the Member States should be	(39) The development and implementation of the revised national policy frameworks of the Member States should be

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	facilitated by the Commission by means of exchanges of information and best practices between the Member States.	facilitated by the Commission by means of exchanges of information and best practices between the Member States <u>and regional and local authorities</u> .	facilitated by the Commission by means of exchanges of information and best practices between the Member States.	facilitated by the Commission by means of exchanges of information and best practices between the Member States. <u>Each Member State may also decide to appoint a national coordinator for the deployment of alternative fuels infrastructure who could oversee the national coordination and implementation of the national policy framework.</u>
Recital 40				
50	(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	(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, <u>and</u> 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	(40) In order to promote alternative fuels and develop the relevant infrastructure, the national policy frameworks should consist of could contain 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 could 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	(40) In order to promote alternative fuels and develop the relevant infrastructure, the national policy frameworks could contain 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 could 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 could also be developed for TEN-T ports

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	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.	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, <u>and taking into consideration the national market and traffic share data and market projections</u> , the Commission should review this Regulation with a view to setting more mandatory targets for those sectors.	decarbonisation strategies should <u>could</u> 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.	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, <u>and taking into consideration the national market and traffic share data and market projections</u> the Commission should review this Regulation with a view to setting more mandatory targets for those sectors.
Recital 40a				
50a		<u>(40a) While only around only 56% of the existing European rail network is electrified, electricity-powered trains make up more than 80 % of total travelled train-kilometres. However, there are still an estimated 6,000 diesel trains in service today. Since they are dependent on fossil fuels, they generate greenhouse gas emissions and air pollution. The further deployment of alternative fuels infrastructure in the rail sector is therefore necessary and urgent to ensure a shift away</u>		<u>(40a) The development of alternative fuel technologies is [could be] also important for railways, where direct electrification of a section is not possible for reasons such as for cost-efficiency of the service. Different technologies are available to the rail sector to shift away from diesel trains, including direct electrification, battery powered trains and hydrogen applications. The development of these technologies requires the deployment of suitable recharging</u>

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		<p><u>from fossil fuel powered trains, and thereby to ensure that all transport sectors play their role in shifting towards a climate neutral economy. Consequently, it is appropriate for this Regulation to lay down concrete targets are proposed under this Regulation. Different technologies are available to the rail sector to shift away from diesel trains, including direct electrification, battery powered trains and hydrogen applications, where direct electrification of a segment is not possible for reasons of cost-efficiency of the service. The development of these technologies requires the deployment of suitable recharging and refuelling infrastructure in Member States. Before their deployment, Member States should carefully assess the best locations for such infrastructure, and should, in particular, consider deployment in multimodal hubs and urban nodes. The ‘energy efficiency first’ principle should be fully taken into account in planning and investment decisions.</u></p>		<p><u>and refuelling infrastructure in Member States.</u></p>
Recital 41				

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51	(41) Member States should make use of a wide range of regulatory and non-regulatory incentives and measures to reach the mandatory targets and implement their national policy frameworks, in close cooperation with private sector actors, who should play a key role in supporting the development of alternative fuels infrastructure.	(41) Member States should make use of a wide range of regulatory and non-regulatory <u>market-based and regulatory</u> incentives and measures to reach the mandatory targets and implement their national policy frameworks, in close cooperation with <u>regional and local authorities, as well as</u> private sector actors, who should play a key role in supporting <u>and financing</u> the development of alternative fuels infrastructure.	(41) Member States should make use of a wide range of regulatory and non-regulatory incentives and measures to reach the mandatory targets and implement their national policy frameworks, in close cooperation with private sector actors, who should play a key role in supporting the development of alternative fuels infrastructure.	(41) Member States should make use of a wide range of regulatory and non-regulatory incentives and measures to reach the mandatory targets and implement their national policy frameworks, in close cooperation with private sector actors, who should play a key role in supporting the development of alternative fuels infrastructure.
Recital 41a				
51a		<u>(41a) Member States should introduce incentive schemes and should take all necessary measures when seeking to promote sustainable modes of transport. Particular emphasis should be placed on the role of municipal or regional authorities, which can facilitate the uptake of vehicles using alternative fuels through dedicated tax incentives, public procurements or local traffic regulations.</u>		
Recital 42				

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52	<p>(42) Pursuant to Directive 2009/33/EC of the European Parliament and of the Council¹, minimum national shares of public procurement are reserved for clean and zero-emission buses, where a clean bus uses alternative fuels as defined in Article 2, point (3) of this Regulation. With ever more public transport authorities and operators switching to clean and zero-emission buses in order to reach those targets, Member States should include the targeted promotion and development of the necessary bus infrastructure as a key element in their National Policy Frameworks. Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for clean and zero-emission buses at local level.</p> <p>1. Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles (OJ L 120, 15.5.2009, p. 5).</p>	<p>(42) Pursuant to Directive 2009/33/EC of the European Parliament and of the Council¹, minimum national shares of public procurement are reserved for clean and zero-emission buses, where a clean bus uses alternative fuels as defined in Article 2, point (3) of this Regulation. With ever more public transport authorities and operators switching to clean and zero-emission buses in order to reach those targets, Member States should include the targeted promotion and development of the necessary bus infrastructure as a key element in their National Policy Frameworks. Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for clean and zero-emission buses at local level<u>zero-emission buses, coaches and for car sharing along roads and should be able to count such deployment towards the targets set out in this Regulation.</u></p> <p>1. Directive 2009/33/EC of the European Parliament and of the Council of 23 April</p>	<p>(42) Pursuant to Directive 2009/33/EC of the European Parliament and of the Council¹, minimum national shares of public procurement are reserved for clean and zero-emission buses, where a clean bus uses alternative fuels as defined in Article 2, point (3) of this Regulation. With ever more public transport authorities and operators switching to clean and zero-emission buses in order to reach those targets, Member States should include the targeted promotion and development of the necessary bus infrastructure as a key element in their National Policy Frameworks. Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for clean and zero-emission buses at local level.</p> <p>1. Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles (OJ L 120, 15.5.2009, p. 5).</p>	<p>(42) Pursuant to Directive 2009/33/EC¹, minimum national shares of public procurement are reserved for clean and zero-emission buses, where a clean bus uses alternative fuels as defined in Article 2, point (3) of this Regulation. With ever more public transport authorities and operators switching to clean and zero-emission buses in order to reach those targets, Member States should include the targeted promotion and development of the necessary bus infrastructure as a key element in their National Policy Frameworks. Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for clean and zero-emission buses at local level.</p> <p>1. Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles (OJ L 120, 15.5.2009, p. 5).</p> <p>Agreed</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		2009 on the promotion of clean and energy-efficient road transport vehicles (OJ L 120, 15.5.2009, p. 5).		
Recital 43				
53	(43) In light of the increasing diversity in the type of fuels for motorised vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide vehicle users with clear and easy-to-understand information on the fuels available at refuelling stations and on the compatibility of their vehicle with different fuels or recharging points on the Union market. Member States should be able to decide to implement such information measures also in respect of vehicles placed on the market before 18 November 2016.	(43) In light of the increasing diversity in the type of fuels for motorised vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide vehicle users with clear and easy-to-understand information on the fuels available at refuelling stations and on the compatibility of their vehicle with different fuels or recharging points on the Union market. Member States should be able to decide to implement such information measures also in respect of vehicles <i>previously placed on the market before 18 November 2016.</i>	(43) In light of the increasing diversity in the type of fuels for motorised vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide vehicle users with clear and easy-to-understand information on the fuels available at refuelling stations and on the compatibility of their vehicle with different fuels or recharging points on the Union market. Member States should be able to decide to implement such information measures also in respect of vehicles placed on the market before 18 November 2016.	(43) In light of the increasing diversity in the type of fuels for motorised vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide vehicle users with clear and easy-to-understand information on the fuels available at refuelling stations and on the compatibility of their vehicle with different fuels or recharging points on the Union market. Agreed
Recital 44				
54	(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	(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	(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	(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

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	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.	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. <u><i>It should be made clear to consumers that this price comparison concerns the average fuel prices in the Member State, which may differ from the actual prices charged at the fuel station in question. Moreover, for ad hoc recharging of electricity and refuelling of hydrogen, the price charged at the station in question should also be provided per kWh and per kg, respectively.</i></u>	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 shown for information purposes at all relevant fuel stations.	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 shown for information purposes at all relevant fuel stations. <u><i>It should be made clear to consumers that this price comparison concerns the average fuel prices in the Member State, which may differ from the actual prices charged at the fuel station in question. Moreover, the Commission should, if appropriate, review Directive 1999/94/EC¹ in order to ensure that consumer information on fuel economy and CO2 emissions in respect of the marketing of new passenger cars, as regulated by that Directive, takes into account and reflects the developments related to the transition to alternative fuels.</i></u> <u><i>1. Directive 1999/94/EC of the European Parliament and of the Council of 13 December 1999 relating to the availability of consumer information on fuel economy and CO2 emissions in respect of the marketing of new passenger cars. (OJ L 12, 18.1.2000, p. 16)</i></u> Recital has been redrafted:

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				<ul style="list-style-type: none"> - include the reference to average fuel prices - the Commission should, if appropriate, review the Directive <p>Agreed</p>
Recital 45				
55	<p>(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 recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors” (‘IDACS’).</p>	<p>(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 recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors” (‘IDACS’).</p>	<p>(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 recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors” (‘IDACS’).</p>	<p>(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 recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors” (‘IDACS’).</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Recital 45a				
55a				<p><u>(45a) This Regulation addresses data types that are necessary for the functioning of a competitive and open market, and essential for end users to make informed decisions on their recharging and refuelling sessions including through high-quality information services developed by relevant market actors. The data types laid down should apply only to the data that is available in machine-readable format. Where necessary, those data types should be further complemented by delegated acts under this Regulation. The Commission should consult relevant expert groups in view of proposing the addition of data types such as the data related to the existence of facilities offering associated services to end users, the data related to the accepted payment methods, the data related to the available languages on the infrastructure or the data related to providing smart and bidirectional recharging services.</u></p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Recital 46				
56	<p>(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 Council¹ for national access points (NAPs).</p> <p>1. 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).</p>	<p>(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 <u>as open data</u> in accordance with the requirements set in Directive 2010/40/EU of the European Parliament and the Council¹ for national access points (NAPs). <u>For services allowing seamless travel across the Union, a Union wide system should also be created, importing standardised information from national systems. Therefore, the Commission should establish a common European access point at Union level, to function as a data gateway for end users and mobility service providers to easily access the relevant data retained</u></p>	<p>(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 Council¹ for national access points (NAPs) and the relevant delegated and implementing acts adopted on the basis thereof, that may be complemented by the Commission in the framework of this Regulation.</p> <p>1. 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).</p>	<p>(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 <u>Member States should be provided made available the data concerning alternative fuels infrastructure as open data through their National Access Point</u> in accordance with the requirements set in Directive 2010/40/EU of the relevant provisions related to such data in Delegated Regulation (EU) 2022/670¹ and in compliance with the additional complementary specifications. Such data may also be provided to a common European Parliament and the Council¹ for <u>access point established by the Commission, which should function as a single</u></p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<p><u>in the National Access Points. It should, when possible, be compatible and interoperable with existing information and reservation systems developed by Member States. The European access point could facilitate better price comparisons for consumers between publicly accessible recharging and refuelling operators on the internal market and provide users with information on the accessibility and availability, waiting times and the remaining alternative fuels capacity of the refuelling and recharging points. This could help preventing traffic disruption and benefit road safety. This information should be made available through a public, up-to-date, user-friendly, accessible and multilingual interface at EU level.</u></p> <p>1. 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).</p>	<p>PUBLIC</p>	<p><u>EU data gateway to the data made available by operators in the National Access Points. The common European access point should, where possible, build on the existing structures and functions of the European Alternative Fuels Observatory (EAFO) in conjunction with the TENtec information system or for example, be accessible through a dedicated web portal. The common European access point should enable data users to easily access data, to compare price as well as relevant information on the characteristics of the infrastructure, such as accessibility, availability or power capacity (NAPs) and the relevant delegated and implementing acts adopted on the basis thereof, that may be complemented by the Commission in the framework of this Regulation.</u></p> <p>1. 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) <u>Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 supplementing Directive</u></p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				<u>2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services, OJ L 122, 25.4.2022, p. 1.</u>
Recital 47				
57	(47) It is crucial that all actors in the electric mobility ecosystem can interact easily through digital means to provide the best service quality to the end user. This requires unique identifiers of relevant actors in the value chain. To that end, Member States should appoint an Identification Registration Organisation ('IDRO') for issuing and managing unique identification ('ID') codes to identify, at least, operators of recharging points and mobility service providers. The IDRO should collect information on e-mobility ID codes that are already in use in the respective Member State; issue new e-mobility codes, where needed, to recharging point operators and mobility service providers under an Union-wide common agreed logic in which electro-mobility ID codes are formatted; allow to exchange and	(47) It is crucial that all actors in the electric mobility ecosystem can interact easily through digital means to provide the best service quality to the end user. This requires unique identifiers of relevant actors in the value chain. To that end, Member States should appoint an Identification Registration Organisation ('IDRO') for issuing and managing unique identification ('ID') codes to identify, at least, operators of recharging points and mobility service providers. The IDRO should collect information on e-mobility ID codes that are already in use in the respective Member State; issue new e-mobility codes, where needed, to recharging point operators and mobility service providers under an Union-wide common agreed logic in which electro-mobility ID codes are formatted; allow to exchange and	(47) It is crucial that all actors in the electric mobility ecosystem can interact easily through digital means to provide the best service quality to the end user. This requires unique identifiers of relevant actors in the value chain. To that end, Member States should appoint an Identification Registration Organisation ('IDRO') for issuing and managing unique identification ('ID') codes to identify, at least, operators of recharging points and mobility service providers. The IDRO should collect information on e-mobility ID codes that are already in use in the respective Member State; issue new e-mobility codes, where needed, to recharging point operators and mobility service providers under an Union-wide common agreed logic in which electro-mobility ID codes are formatted; allow to exchange and	(47) It is crucial that all actors in the electric mobility ecosystem can interact easily through digital means to provide the best service quality to the end user. This requires unique identifiers of relevant actors in the value chain. To that end, Member States should appoint an Identification Registration Organisation ('IDRO') for issuing and managing unique identification ('ID') codes to identify, at least, operators of recharging points and mobility service providers. The IDRO should collect information on e-mobility ID codes that are already in use in the respective Member State; issue new e-mobility codes, where needed, to recharging point operators and mobility service providers under an Union-wide common agreed logic in which electro-mobility ID codes are formatted; allow to exchange and

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	verify the uniqueness of these e-mobility codes via a possible future common Identification Registration Repository ('IDRR'). The Commission should issue technical guidance on the set up of such organisation, drawing on 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').	verify the uniqueness of these e-mobility codes via a possible future common Identification Registration Repository ('IDRR'). The Commission should issue technical guidance on the set up of such organisation, drawing on 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').	verify the uniqueness of these e-mobility codes via a possible future common Identification Registration Repository ('IDRR'). The Commission should issue technical guidance on the set up of such organisation, drawing on 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').	verify the uniqueness of these e-mobility codes via a possible future common Identification Registration Repository ('IDRR'). The Commission should issue technical guidance on the set up of such organisation, drawing on 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').
Recital 47a				
57a	<p>(51) Technical specifications as specified in Annex II to Directive 2014/94/EU of the European Parliament and of the Council are to remain applicable as specified in that Directive.</p> <p>Moved reference text</p>	<p>(51) Technical specifications as specified in Annex II to Directive 2014/94/EU of the European Parliament and of the Council are to remain applicable as specified in that Directive.</p> <p>see also line 61</p>	<p>(51)47a Technical specifications as specified in Annex II to Directive 2014/94/EU of the European Parliament and of the Council are to remain applicable as specified in that Directive.</p> <p>Moved from row 61</p>	<p>(47a) Technical specifications as specified in Annex II to Directive 2014/94/EU are to remain applicable as specified in that Directive.</p> <p>Agreed</p> <p>Moved from row 61</p>
Recital 48				
58	<p>(48) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels,</p>	<p>(48) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels,</p>	<p>Moved to row 60a</p>	<p>Moved to row 60a</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure.	in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure. see also line 60a		
Recital 49				
59	(49) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and environmental standards for maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the IMO.	(49) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and environmental standards for maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the IMO. see also line 60b	Moved to row 60b	Moved to row 60b
Recital 50				
60	(50) Technical specifications for	(50) Technical specifications for	(50) Technical specifications for	(50) Technical specifications for

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>interoperability of recharging and refuelling points should be specified in European or international standards. The European standardisation organisations ('ESOs') should adopt European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council¹. Those standards should be based on current international standards or ongoing international standardisation work, where applicable.</p> <p>1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).</p>	<p>interoperability of recharging and refuelling points should be specified in European or international standards. The European standardisation organisations ('ESOs') should adopt European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council¹. Those standards should be based on current international standards or ongoing international standardisation work, where applicable.</p> <p>1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).</p>	<p>interoperability of recharging and refuelling points should be specified in European or international standards. The European standardisation organisations ('ESOs') should adopt European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council¹. Those standards should be based on current international standards or ongoing international standardisation work, where applicable. To that end, European standardisation procedures for recharging and refuelling infrastructure should proceed quickly and in timely support of the timeline necessary for planning, tendering and building the infrastructure required under this Regulation. The standardisation processes for a European-wide harmonised charging infrastructure for stationary and dynamic charging should be accelerated or initiated.</p> <p>1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council</p>	<p>interoperability of recharging and refuelling points should be specified in European or international standards. The European standardisation organisations ('ESOs') should adopt European standards in accordance with Article 10 of Regulation (EU) No 1025/2012¹. Those standards should be based on current international standards or ongoing international standardisation work, where applicable. To that end, European standardisation procedures for recharging and refuelling infrastructure should proceed quickly and in timely support of the timeline necessary for planning, tendering and building the infrastructure required under this Regulation. The standardisation processes for a European-wide harmonised charging infrastructure for stationary and dynamic charging should be accelerated or initiated.</p> <p>1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC,</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).	2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12). Agreed
	Recital 50a			
60a	(48) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels, in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure. Moved reference text	(48) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels, in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure. see also line 58	(48 50a) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels, in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure. Moved from row 58	(50a) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels, in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure. Agreed
	Recital 50b			
60b	(49) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and environmental standards for	(49) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and environmental standards for	(49 50b) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and environmental standards for	(50b) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and environmental standards for


	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the IMO.</p> <p>Moved reference text</p>	<p>maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the IMO.</p> <p>see alos line 59</p>	<p>maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the IMO.</p> <p>Moved from row 59</p>	<p>maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the IMO.</p> <p>Agreed</p>
Recital 51				
61	<p>(51) Technical specifications as specified in Annex II to Directive 2014/94/EU of the European Parliament and of the Council are to remain applicable as specified in that Directive.</p>	<p>(51) Technical specifications as specified in Annex II to Directive 2014/94/EU of the European Parliament and of the Council are to remain applicable as specified in that Directive.</p>	<p>Moved to row 57a</p>	<p>Agreed</p> <p>Moved to row 57a</p>
Recital 52				
62	<p>(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</p>	<p>(52) In the application of this Regulation, the Commission should consult relevant expert<u>a broad range of organisations and stakeholders, including but not limited to consumers</u> groups, <u>municipalities, cities and regions,</u></p>	<p>(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</p>	<p>(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</p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	(‘ESSF’). Such expert consultation is of particular importance when the Commission intends to adopt delegated or implementing acts under this Regulation.	<u>as well as relevant expert groups, and</u> 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.	(‘ESSF’). Such expert consultation is of particular importance when the Commission intends to adopt delegated or implementing acts under this Regulation.	(‘ESSF’). Such expert consultation is of particular importance when the Commission intends to adopt delegated or implementing acts under this Regulation.

Recital 53

63	(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	(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	(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	(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
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	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>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.</p>	<p>system (back-end); the communication related to the electric vehicle roaming service and the communication with the electricity grid, <u>while ensuring a high level of cybersecurity and consumer data protection</u>. It is also necessary to <u>swiftly</u> define the suitable governance framework and roles of the different actors involved in the vehicle-to-grid communication ecosystem. Moreover, while taking into account and supporting emerging technological developments <u>with high GHG emission reduction potential</u>, such as electric road systems ('ERS'), <u>notably inductive and overhead catenary line charging solutions have to be accounted for</u>. 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. <u>It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those</u></p>	<p>system (back-end); the communication related to the electric vehicle roaming service and the communication with the electricity grid, while ensuring the highest level of cybersecurity protection and protection of final customers' personal data. 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 power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to add new data types to the data on publicly accessible recharging and refueling points to be made available and accessible under this Regulation.</p>	<p>system (back-end); the communication related to the electric vehicle roaming service and the communication with the electricity grid, while ensuring the highest level of cybersecurity protection and protection of final customers' personal data. 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'), <u>in particular dynamic overhead power supply via a pantograph, dynamic ground level power supply through conductive rails and inductive power supply through coils in the road</u>, have to be accounted for. As concerns data provision, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to add new data types to the data on publicly accessible recharging and refueling <u>refuelling</u> points to be made available and accessible under this Regulation. <u>It is of particular importance that the Commission carry out appropriate consultations during</u></p>

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		<u>consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</u>		<u>its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</u> Agreed
Recital 53a				
63a			(53a) In order to ensure uniform conditions for the implementation of Articles 17(4), 17(5) and 18(4a) of this Regulation, implementing powers should be conferred on the Commission with respect to the development of labelling provisions, to the format, frequency and quality of data on publicly accessible recharging	(53a) In order to ensure uniform conditions for the implementation of Articles 17(4), 17(5) and 18(4a) of this Regulation, implementing powers should be conferred on the Commission with respect to the development of labelling provisions, to the format, frequency and quality of data on publicly accessible recharging and refuelling points to be made

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			and refuelling points to be made available and accessible under this Regulation and to the procedure enabling that availability and accessibility.	available and accessible under this Regulation and to the procedure enabling that availability and accessibility.
Recital 54				
64	(54) The market for alternative fuels and in particular for zero emission fuels is still in the early stages of development and technology is evolving fast. This should likely affect the demand for alternative fuels and consequently for alternative fuels infrastructure across the modes. The Commission should therefore review this Regulation by the end of 2026 in particular as regards the targets setting for electric recharging points for HDV as well as targets for infrastructure for alternative fuels for zero-emission vessels and aircraft in waterborne transport and aviation.	(54) The market for alternative fuels and in particular for zero emission fuels is still in the early stages of development and technology is evolving fast. This should likely affect the demand for alternative fuels and consequently for alternative fuels infrastructure across the modes. The Commission should therefore review this Regulation by the end of 2026 in particular as regards the targets setting for electric recharging points for HDV as well as targets for infrastructure for alternative fuels for zero-emission vessels and aircraft in waterborne transport and aviation.	(54) The market for alternative fuels and in particular for zero emission fuels is still in the early stages of development and technology is evolving fast. This should likely affect the demand for alternative fuels and consequently for alternative fuels infrastructure across the modes. The Commission should therefore, by 31 December 2024 , review this Regulation by the end of 2026 in particular as regards the targets setting for electric recharging points for HDV as well as targets for infrastructure for alternative fuels for zero-emission vessels and aircraft in waterborne transport and aviation based on a technology and market readiness report dedicated to heavy-duty vehicles. It should take into account the first indications of the preferences of the market and consider the technological and	linked to the review clause (Article 22)

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			standard developments. The Commission should, after an initial complete review by 31 December 2026, perform a regular review, every 5 years, also considering the electronic means of payment referred to in Article 5 and the thresholds for framing the derogations in Articles 3 and 4.	
Recital 54a				
64a		<u>(54a) Given that this Regulation will generate additional compliance costs for affected sectors, compensatory actions need to be taken in order to prevent the total level of regulatory burdens from increasing. The Commission should therefore be obliged to present, before the entry into force of this Regulation, proposals offsetting the regulatory burdens introduced by this Regulation, through the revision or abolishment of provisions in other EU Regulations that generate unnecessary compliance costs in the affected sectors.</u>		Linked to the EP proposed Article 21a

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Recital 55				
65	(55) Since the objective of this Regulation, namely to promote a broad market development of alternative fuels, cannot be sufficiently achieved by the Member States individually, but can rather, by reason of the need for action to meet the demand for a critical mass of alternative fuel vehicles and for cost-efficient developments by European industry, and to allow Union-wide mobility of alternative fuel vehicles, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.	(55) Since the objective of this Regulation, namely to promote a broad market development of alternative fuels, cannot be sufficiently achieved by the Member States individually, but can rather, by reason of the need for action to meet the demand for a critical mass of alternative fuel vehicles and for cost-efficient developments by European industry, and to allow Union-wide mobility of alternative fuel vehicles, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.	(55) Since the objective of this Regulation, namely to promote a broad market development of alternative fuels, cannot be sufficiently achieved by the Member States individually, but can rather, by reason of the need for action to meet the demand for a critical mass of alternative fuel vehicles and for cost-efficient developments by European industry, and to allow Union-wide mobility of alternative fuel vehicles, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.	(55) Since the objective of this Regulation, namely to promote a broad market development of alternative fuels, cannot be sufficiently achieved by the Member States individually, but can rather, by reason of the need for action to meet the demand for a critical mass of alternative fuel vehicles and for cost-efficient developments by European industry, and to allow Union-wide mobility of alternative fuel vehicles, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective. Agreed
Recital 56				
66	(56) Directive 2014/94/EU should		(56) Directive 2014/94/EU should	(56) Directive 2014/94/EU should

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	therefore be repealed,		<p>therefore be repealed. Commission Delegated Regulation (EU) 2019/1745¹ and Commission Delegated Regulation (EU) 2021/1444² set out undated technical standards for certain types of alternative fuels infrastructure. These standards are now dated and listed in Annex II to this Regulation. As a result, these delegated regulations should also be repealed,</p> <p>1. Commission Delegated Regulation (EU) 2019/1745 of 13 August 2019 supplementing and amending Directive 2014/94/EU of the European Parliament and of the Council as regards recharging points for L-category motor vehicles, shore-side electricity supply for inland waterway vessels, hydrogen supply for road transport and natural gas supply for road and waterborne transport and repealing Commission Delegated Regulation (EU) 2018/674, OJ L 268, 22.10.2019, p. 1.</p> <p>2. Commission Delegated Regulation (EU) 2021/1444 of 17 June 2021 supplementing Directive 2014/94/EU of the European Parliament and of the Council with regards standards for recharging points for electric buses, OJ L 313, 6.9.2021, p. 1.</p>	<p>therefore be repealed. Commission Delegated Regulation (EU) 2019/1745¹ and Commission Delegated Regulation (EU) 2021/1444² set out undated technical standards for certain types of alternative fuels infrastructure. These standards are now dated and listed in Annex II to this Regulation. As a result, these delegated regulations should also be repealed,</p> <p>1. Commission Delegated Regulation (EU) 2019/1745 of 13 August 2019 supplementing and amending Directive 2014/94/EU of the European Parliament and of the Council as regards recharging points for L-category motor vehicles, shore-side electricity supply for inland waterway vessels, hydrogen supply for road transport and natural gas supply for road and waterborne transport and repealing Commission Delegated Regulation (EU) 2018/674, OJ L 268, 22.10.2019, p. 1.</p> <p>2. Commission Delegated Regulation (EU) 2021/1444 of 17 June 2021 supplementing Directive 2014/94/EU of the European Parliament and of the Council with regards standards for recharging points for electric buses, OJ L 313, 6.9.2021, p. 1.</p> <p>Agreed</p>
Formula				

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67	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:
Article 1				
68	Article 1 Subject matter	Article 1 Subject matter	Article 1 Subject matter	Article 1 Subject matter Agreed
Article 1(1)				
69	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.	1. This Regulation sets out mandatory <u>minimum</u> national targets for the deployment of sufficient alternative fuels infrastructure in the Union, for road vehicles, vessels, <u>trains</u> and stationary aircraft. It lays down common technical specifications and requirements on user information, data provision and payment requirements for alternative fuels infrastructure.	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.	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. Whether 'trains' need to be inserted will depend on the outcome of discussions on Article 12a Agreed
Article 1(2)				

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70	2. This Regulation sets out rules for the national policy frameworks to be adopted by the Member States, including the deployment of alternative fuels infrastructure in areas where no mandatory Union wide targets are set and the reporting on the deployment of such infrastructure.	2. This Regulation sets out rules for the national policy frameworks to be adopted by the Member States, including the deployment of alternative fuels infrastructure in areas where no mandatory Union wide targets are set and the reporting on the deployment of such infrastructure.	2. This Regulation sets out rules for the national policy frameworks to be adopted by the Member States, including the deployment of alternative fuels infrastructure in areas where no mandatory Union wide targets are set and the reporting on the deployment of such infrastructure.	2. This Regulation sets out rules for the national policy frameworks to be adopted by the Member States, including the deployment of alternative fuels infrastructure in areas where no mandatory Union wide targets are set and the reporting on the deployment of such infrastructure. Agreed
Article 1(3)				
71	3. This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative process between the Commission and Member States for the purpose of the finalisation of the national policy frameworks and their subsequent implementation and corresponding Commission action.	3. This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative <u>and multi-level governance</u> process between the Commission, <u>and the and Member States, and regional and local authorities</u> for the purpose of the finalisation of the national policy frameworks, <u>taking into account existing local and regional strategies for the deployment of alternative fuels infrastructure</u> , and their subsequent implementation and corresponding Commission action.	3. This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative process between the Commission and Member States for the purpose of the finalisation of the national policy frameworks and their subsequent implementation and corresponding Commission action to support the faster and coherent deployment of infrastructure for alternative fuels in Member States.	3. This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative process between the Commission and Member States for the purpose of the finalisation of the national policy frameworks, <u>taking into account existing local and regional strategies for the deployment of alternative fuels infrastructure</u> , and their subsequent implementation and corresponding Commission action to support the faster and coherent deployment of infrastructure for

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				alternative fuels in Member States. Agreed
Article 2				
72	Article 2 Definitions	Article 2 Definitions	Article 2 Definitions	Article 2 Definitions Agreed
Article 2, introductory part				
73	For the purposes of this Regulation, the following definitions apply:	For the purposes of this Regulation, the following definitions apply:	For the purposes of this Regulation, the following definitions apply:	For the purposes of this Regulation, the following definitions apply: Agreed
Article 2, point (1)				
74	(1) ‘accessibility of data’ means a possibility to request and obtain the data at any time in a machine readable format, as defined in Article 2, point (5) of Commission Delegated Regulation (EU) 2015/962 ¹ ; 1. Commission Delegated Regulation (EU) 2015/962 of 18 December 2014	(1) ‘accessibility of data’ means a possibility to request and obtain the data at any time in a machine readable format, as defined in Article 2, point (5) of Commission Delegated Regulation (EU) 2015/962 ¹ ; 1. Commission Delegated Regulation (EU) 2015/962 of 18 December 2014	(1) ‘accessibility of data’ means a possibility to request and obtain the data at any time in a machine readable format, as defined in Article 2, point (5) of Commission Delegated Regulation (EU) 2015/962 ¹ ; 1. Commission Delegated Regulation (EU) 2015/962 of 18 December 2014	(1) ‘accessibility of data’ means a possibility to request and obtain the data at any time in a machine readable format; Agreed

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	supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).	supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).	supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).	
Article 2, point (2)				
75	(2) 'ad hoc price' means the price charged by an operator of a recharging or refuelling point to an end user for recharging or refuelling on an ad hoc basis;	(2) 'ad hoc price' means the price charged by an operator of a recharging or refuelling point to an end user for recharging or refuelling on an ad hoc basis;	(2) 'ad hoc price' means the price charged by an operator of a recharging or refuelling point to an end user for recharging or refuelling on an ad hoc basis;	(2) 'ad hoc price' means the price charged by an operator of a recharging or refuelling point to an end user for recharging or refuelling on an ad hoc basis; Agreed
Article 2, point (2a)				
75a		<u>(2a) 'along the TEN-T network' means, when used in respect of electric recharging stations and hydrogen refuelling stations, that they are located on the TEN-T network or within 1.5 km driving distance from the nearest exit of a TEN-T road;</u>	(2a) 'along the TEN-T network' means: for electric recharging stations that they are located on the TEN-T network or within 3 km driving distance from the nearest exit of a TEN-T road; for hydrogen refuelling stations that they are located on the TEN-T network or within 10 km driving distance from the nearest exit of a TEN-T road.	(2a) 'along the TEN-T network' means: for electric recharging stations that they are located on the TEN-T network or within 3 km driving distance from the nearest exit of a TEN-T road; for hydrogen refuelling stations that they are located on the TEN-T network or within 10 km driving distance from the nearest exit of a TEN-T road.
Article 2, point (3), introductory part				
76				

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	(3) 'alternative fuels' means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, including:	(3) 'alternative fuels' means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, including:	(3) 'alternative fuels' means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, including:	(3) 'alternative fuels' means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, including: Agreed
	Article 2, point (3)(a), introductory part			
77	(a) 'alternative fuels for zero-emission vehicles':	(a) 'alternative fuels for zero-emission vehicles, <u>vessels and aircraft</u> ':	(a) 'alternative fuels for zero-emission vehicles', vessels or aircraft ':	(a) 'alternative fuels for zero-emission vehicles, vessels or aircraft': Agreed
	Article 2, point (3)(a), first indent			
78	- electricity,	- electricity,	- electricity,	- electricity, Agreed
	Article 2, point (3)(a), second indent			
79	- hydrogen,	- hydrogen,	- hydrogen,	- hydrogen, Agreed

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	Article 2, first paragraph, point (3)(a), third indent			
80	- ammonia,	- ammonia,	- ammonia,	- ammonia, Agreed
	Article 2, first paragraph, point (3)(b)			
81	(b) 'renewable fuels':	(b) 'renewable fuels':	(b) 'renewable fuels':	(b) 'renewable fuels': Agreed
	Article 2, first paragraph, point (3)(b), first indent			
82	- biomass fuels and biofuels as defined in Article 2, points (27) and (33) of Directive (EU) 2018/2001,	- biomass fuels, <u>including biogas</u> , and biofuels as defined in Article 2, points (27), <u>(28)</u> and (33) of Directive (EU) 2018/2001,	- biomass fuels, including biogas , and biofuels as defined in Article 2, points (27), (28) and (33) of Directive (EU) 2018/2001,	- biomass fuels, including biogas, and biofuels as defined in Article 2, points (27), (28) and (33) of Directive (EU) 2018/2001, Agreed
	Article 2, first paragraph, point (3)(b), second indent			
83	- synthetic and paraffinic fuels, including ammonia, produced from renewable energy,	- synthetic and paraffinic fuels, including ammonia, produced from renewable energy,	- synthetic and paraffinic fuels, including ammonia, produced from renewable energy,	- synthetic and paraffinic fuels, including ammonia, produced from renewable energy, Agreed

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	Article 2, first paragraph, point (3)(c)			
84	(c) 'alternative fossil fuels' for a transitional phase:	(c) 'alternative fossil fuels' for a <u>limited</u> transitional phase:	(c) 'alternative fossil transitional alternative fuels' for a transitional phase':	(c) ' <u>non-renewable alternative fuels and</u> transitional <u>alternative fossil</u> fuels': Agreed
	Article 2, first paragraph, point (3)(c), first indent			
85	- natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),	- natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),	- natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),	- natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)), Agreed
	Article 2, first paragraph, point (3)(c), second indent			
86	- liquefied petroleum gas (LPG),	- liquefied petroleum gas (LPG),	- liquefied petroleum gas (LPG),	- liquefied petroleum gas (LPG), Agreed
	Article 2, first paragraph, point (3)(c), third indent			
87	- synthetic and paraffinic fuels produced from non-renewable energy;	- synthetic and paraffinic fuels produced from non-renewable energy;	- synthetic and paraffinic fuels produced from non-renewable energy;	- synthetic and paraffinic fuels produced from non-renewable energy; Agreed

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	Article 2, first paragraph, point (3a)			
87a			(3a) 'aircraft contact stand' means a stand in a designated area of the airport apron equipped with a passenger boarding bridge;	(3a) 'aircraft contact stand' means a stand in a designated area of the airport apron equipped with a passenger boarding bridge; Agreed
	Article 2, first paragraph, point (3b)			
87b			(3b) 'aircraft remote stand' means a stand in a designated area of the airport apron not equipped with a passenger boarding bridge;	(3b) 'aircraft remote stand' means a stand in a designated area of the airport apron not equipped with a passenger boarding bridge; Agreed
	Article 2, first paragraph, point (4)			
88	(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;	(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;	(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 ¹ ; 1. 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)	(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 ¹ ; 1. 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)

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				Agreed
Article 2, first paragraph, point (5)				
89	<p>(5) ‘airport managing body’ as defined in Article 2, point (2) of Directive 2009/12/EC of the European Parliament and of the Council¹;</p> <p>1. Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009 on airport charges, (OJ L 70, 14.3.2009, p. 11).</p>	<p>(5) ‘airport managing body’ as defined in Article 2, point (2) of Directive 2009/12/EC of the European Parliament and of the Council¹;</p> <p>1. Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009 on airport charges, (OJ L 70, 14.3.2009, p. 11).</p>	<p><i>deleted</i></p> <p><i>the term 'airport managing body' is no longer used in article 12</i></p>	Agreed
Article 2, first paragraph, point (6)				
90	<p>(6) ‘automatic authentication’ means the authentication of a vehicle at a recharging point through the recharging connector or telematics;</p>	<p>(6) ‘automatic authentication’ means the authentication of a vehicle at a recharging point through the recharging connector or telematics;</p>	<p>(6) ‘automatic authentication’ means the authentication of a vehicle at a recharging point through the recharging connector or telematics;</p>	<p>(6) ‘automatic authentication’ means the authentication of a vehicle at a recharging point through the recharging connector or telematics;</p> <p>Agreed</p>
Article 2, first paragraph, point (7)				
91	<p>(7) ‘availability of data’ means the existence of data in a digital machine-readable format.</p>	<p>(7) ‘availability of data’ means the existence of data in a digital machine-readable format.</p>	<p>(7) ‘availability of data’ means the existence of data in a digital machine-readable format;</p>	<p>(7) ‘availability of data’ means the existence of data in a digital machine-readable format;</p>

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				Agreed
Article 2, first paragraph, point (8)				
92	(8) 'battery electric vehicle' means an electric vehicle that exclusively runs on the electric motor, with no secondary source of propulsion;	(8) 'battery electric vehicle' means an electric vehicle that exclusively runs on the electric motor, with no secondary source of propulsion;	(8) 'battery electric vehicle' means an electric vehicle that exclusively runs on the electric motor, with no secondary source of propulsion;	(8) 'battery electric vehicle' means an electric vehicle that exclusively runs on the electric motor, with no secondary source of propulsion; Agreed
Article 2, first paragraph, point (9)				
93	(9) 'bi-directional recharging' means a smart recharging operation where the direction of the electricity flow may be reversed, allowing that electricity flows from the battery to the recharging point it is connected to;	(9) 'bi-directional recharging' means a smart recharging operation where the direction of the electricity flow may be reversed, allowing that electricity flows from the battery to the recharging point it is connected to;	(9) 'bi-directional recharging' means a smart recharging operation where the direction of the electricity flow may be reversed, allowing that electricity flows from the battery to the recharging point it is connected to;	(9) 'bi-directional recharging' means a smart recharging operation where the direction of the electricity flow may be reversed, allowing that electricity flows from the battery to the recharging point it is connected to; Agreed
Article 2, first paragraph, point (9a)				
93a		<u>(9a) 'citizen energy community' means a community as defined in Article 2(11) of Directive (EU)2019/944</u>		Agreed

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	Article 2, first paragraph, point (10)			
94	(10) ‘connector’ means the physical interface between the recharging point and the electric vehicle through which the electric energy is exchanged;	(10) ‘connector’ means the physical interface between the recharging point and the electric vehicle through which the electric energy is exchanged;	(10) ‘connector’ means the physical interface between the recharging or refuelling point and the electric vehicle through which the fuel or electric energy is exchanged;	(10) ‘connector’ means the physical interface between the recharging or refuelling point and the vehicle through which the fuel or electric energy is exchanged; Agreed
	Article 2, first paragraph, point (11)			
95	(11) ‘commercial air transport’ means air transport as defined in Article 3, point (24) of Regulation (EU) 2018/1139 of the European Parliament and of the Council ¹ ; 1. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) (OJ L 212, 22.8.2018, p. 1).	(11) ‘commercial air transport’ means air transport as defined in Article 3, point (24) of Regulation (EU) 2018/1139 of the European Parliament and of the Council ¹ ; 1. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) <u>No 3922/91</u> (OJ L 212, 22.8.2018, p. 1).	(11) ‘commercial air transport’ means air transport as defined in Article 3, point (24) of Regulation (EU) 2018/1139 of the European Parliament and of the Council ¹ ; 1. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1).	(11) ‘commercial air transport’ means air transport as defined in Article 3, point (24) of Regulation (EU) 2018/1139 ¹ ; 1. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1).

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				Agreed
Article 2, first paragraph, point (12)				
96	(12) 'container ship' means a ship designed exclusively for the carriage of containers in holds and on deck;	(12) 'container ship' means a ship designed exclusively for the carriage of containers in holds and on deck;	(12) 'container ship' means a ship designed exclusively for the carriage of containers in holds and on deck;	(12) 'container ship' means a ship designed exclusively for the carriage of containers in holds and on deck; Agreed
Article 2, first paragraph, point (13)				
97	(13) 'contract-based payment' means a payment for a recharging or refuelling service from the end user to a mobility service provider on the basis of a contract between the end user and the mobility service provider;	(13) 'contract-based payment' means a payment for a recharging or refuelling service from the end user to a mobility service provider on the basis of a contract between the end user and the mobility service provider;	(13) 'contract-based payment' means a payment for a recharging or refuelling service from the end user to a mobility service provider on the basis of a contract between the end user and the mobility service provider;	(13) 'contract-based payment' means a payment for a recharging or refuelling service from the end user to a mobility service provider on the basis of a contract between the end user and the mobility service provider; Agreed
Article 2, first paragraph, point (13a)				
97a				<u>(13a) 'data user' means any public authority, road authority, road operator, recharging and refuelling point operator, research or non-governmental organisation, mobility service</u>

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				<u>provider, e-roaming platform, digital map provider or any other entity interested in using data to provide information, create services or perform research or analysis on alternative fuels infrastructure.</u> Agreed
Article 2, first paragraph, point (14)				
98	(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;	(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;	(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;	(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; Agreed
Article 2, first paragraph, point (15)				
99	(15) ‘distribution system operator’ means an operator as defined in Article 2, point (29) of Directive (EU) 2019/944;	(15) ‘distribution system operator’ means an operator as defined in Article 2, point (29) of Directive (EU) 2019/944;	(15) ‘distribution system operator’ means an operator as defined in Article 2, point (29) of Directive (EU) 2019/944 ¹ ;	(15) ‘distribution system operator’ means an operator as defined in Article 2, point (29) of Directive (EU) 2019/944 ¹ ;

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			1. 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)	1. 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) Agreed
Article 2, first paragraph, point (16)				
100	(16) ‘dynamic data’ means data that do change often or on a regular basis;	(16) ‘dynamic data’ means data that do change often or on a regular basis;	(16) ‘dynamic data’ means data that do change often or on a regular basis;	(16) ‘dynamic data’ means data that do change often or on a regular basis; Agreed
Article 2, first paragraph, point (17)				
101	(17) ‘electric road system’ means a physical installation along a road that allows for the transfer of electricity to an electric vehicle while the vehicle is in motion;	(17) ‘electric road system’ means a physical installation along a road that allows for the transfer of electricity to an electric vehicle while the vehicle is in motion to provide it the energy necessary for propulsion, or for dynamic charging;	(17) ‘electric road system’ means a physical installation along a road that allows for the transfer of electricity to an electric vehicle while the vehicle is in motion;	(17) ‘electric road system’ means a physical installation along a road that allows for the transfer of electricity to an electric vehicle while the vehicle is in motion; Agreed
Article 2, first paragraph, point (17a)				
101a		(17a) ‘dynamic charging’ means		

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		<u><i>the charging of an electric vehicle battery while the vehicle is in motion;</i></u>		Agreed
Article 2, first paragraph, point (18)				
102	(18) ‘electric vehicle’ means a motor vehicle equipped with a powertrain containing at least one non-peripheral electric machine as energy converter with an electric rechargeable energy storage system, which can be recharged externally;	(18) ‘electric vehicle’ means a motor vehicle equipped with a powertrain containing at least one non-peripheral electric machine as energy converter with an electric rechargeable energy storage system, which can be recharged externally;	(18) ‘electric vehicle’ means a motor vehicle equipped with a powertrain containing at least one non-peripheral electric machine as energy converter with an electric rechargeable energy storage system, which can be recharged externally;	(18) ‘electric vehicle’ means a motor vehicle equipped with a powertrain containing at least one non-peripheral electric machine as energy converter with an electric rechargeable energy storage system, which can be recharged externally; Agreed
Article 2, first paragraph, point (19)				
103	(19) ‘electricity supply to stationary aircraft’ means the supply of electricity through a standardised fixed or mobile interface to aircraft when stationed at the gate or at an airport outfield position;	(19) ‘electricity supply to stationary aircraft’ means the supply of electricity through a standardised fixed or mobile interface to aircraft when stationed at the gate or at an airport outfield position;	(19) ‘electricity supply to stationary aircraft’ means the supply of electricity through a standardised fixed or mobile interface to aircraft when stationed at the gate an aircraft contact stand or at an airport outfield position aircraft remote stand ;	(19) ‘electricity supply to stationary aircraft’ means the supply of electricity through a standardised fixed or mobile interface to aircraft when stationed at an aircraft contact stand or at an aircraft remote stand; Agreed
Article 2, first paragraph, point (19a)				
103a				

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		<u>(19a) 'energy efficiency first' means 'energy efficiency first' as defined in of Article 2, point (18) of Regulation (EU) 2018/1999;</u>		Agreed
Article 2, first paragraph, point (19b)				
103b		<u>(19b) 'technological neutrality' means 'technological neutrality' as laid down in Recital 25 of Directive (EU) 2018/1972;</u>		Agreed
Article 2, first paragraph, point (20)				
104	(20) 'end user' means a physical or legal person purchasing an alternative fuel for direct use in a vehicle;	(20) 'end user' means a physical or legal person purchasing an alternative fuel for direct use in a vehicle;	(20) 'end user' means a physical or legal person purchasing an alternative fuel for direct use in a vehicle;	(20) 'end user' means a physical or legal person purchasing an alternative fuel for direct use in a vehicle; Agreed
Article 2, first paragraph, point (21)				
105	(21) 'e-roaming' means the exchange of data and payments between the operator of a recharging or refuelling point and a mobility service provider from which an end user purchases a recharging service;	(21) 'e-roaming' means the exchange of data and payments between the operator of a recharging or refuelling point and a mobility service provider from which an end user purchases a recharging service;	(21) 'e-roaming' means the exchange of data and payments between the operator of a recharging or refuelling point and a mobility service provider from which an end user purchases a recharging service;	(21) 'e-roaming' means the exchange of data and payments between the operator of a recharging or refuelling point and a mobility service provider from which an end user purchases a recharging service;

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				Agreed
Article 2, first paragraph, point (22)				
106	(22) 'e-roaming platform' means a platform connecting market actors, notably mobility service providers and operators of recharging or refuelling points, to enable services between them, including e-roaming;	(22) 'e-roaming platform' means a platform connecting market actors, notably mobility service providers and operators of recharging or refuelling points, to enable services between them, including e-roaming;	(22) 'e-roaming platform' means a platform connecting market actors, notably mobility service providers and operators of recharging or refuelling points, to enable services between them, including e-roaming;	(22) 'e-roaming platform' means a platform connecting market actors, notably mobility service providers and operators of recharging or refuelling points, to enable services between them, including e-roaming; Agreed
Article 2, first paragraph, point (23)				
107	(23) 'European standard' means a standard as defined in Article 2, point (1)(b) of Regulation (EU) No 1025/2012.	(23) 'European standard' means a standard as defined in Article 2, point (1)(b) of Regulation (EU) No 1025/2012.	(23) 'European standard' means a standard as defined in Article 2, point (1)(b) of Regulation (EU) No 1025/2012 ¹ ; 1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council	(23) 'European standard' means a standard as defined in Article 2, point (1)(b) of Regulation (EU) No 1025/2012 ¹ ; 1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316,

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			(OJ L 316, 14.11.2012, p. 12)	14.11.2012, p. 12) Agreed
Article 2, first paragraph, point (24)				
108	(24) 'freight terminal' means a freight terminal as defined in in Article 3 point (s) of Regulation (EU) No 1315/2013;	(24) 'freight terminal' means a freight terminal as defined in in Article 3 point (s) of Regulation (EU) No 1315/2013;	(24) 'freight terminal' means a freight terminal as defined in in Article 3 point (s) of Regulation (EU) No 1315/2013;	(24) 'freight terminal' means a freight terminal as defined in in Article 3 point (s) of Regulation (EU) No 1315/2013; Agreed
Article 2, first paragraph, point (24a)				
108a				<u>(24a) 'general aviation' means all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire;</u> Agreed
Article 2, first paragraph, point (25)				
109	(25) 'gross tonnage' (GT) means gross tonnage as defined in Article 3, point (e) of Regulation (EU) 2015/757 of the European Parliament and the Council ¹ ;	(25) 'gross tonnage' (GT) means gross tonnage as defined in Article 3, point (e) of Regulation (EU) 2015/757 of the European Parliament and the Council ¹ ;	(25) 'gross tonnage' (GT) means gross tonnage– as defined in Article 3, point (e) of Regulation (EU) 2015/757 of the European Parliament and the Council ¹ ;	(25) 'gross tonnage' (GT) means gross tonnage as defined in Article 3, point (e) of Regulation (EU) 2015/757 ¹ ; _____

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	1. Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55).	1. Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55).	1. Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55).	1. Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55). Agreed
Article 2, first paragraph, point (26)				
110	(26) ‘heavy-duty vehicle’ means a motor vehicle of categories M2, M3, N2 or N3 as defined in Annex II to Directive 2007/46/EC ¹ ; 1. Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).	(26) ‘heavy-duty vehicle’ means a motor vehicle of categories M2, M3, N2 or N3 as defined in Annex II to Directive 2007/46/EC ¹ ; 1. Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).	(26) ‘heavy-duty vehicle’ means a motor vehicle of categories M2, M3, N2 or N3 as defined respectively in Article 4 (1) (a) (ii), Article 4 (1) (a) (iii), Article 4 (1) (b) (ii) and Article 4 (1) (b) (iii) of Regulation (EU) 2018/858² in Annex II to Directive 2007/46/EC⁴; 2. Regulation (EU) 2018/858 of the European Parliament and of the Council of on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1) 1. Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components	(26) ‘heavy-duty vehicle’ means a motor vehicle of categories M2, M3, N2 or N3 as defined respectively in Article 4 (1) (a) (ii), Article 4 (1) (a) (iii), Article 4 (1) (b) (ii) and Article 4 (1) (b) (iii) of Regulation (EU) 2018/858 ² ; 2. Regulation (EU) 2018/858 of the European Parliament and of the Council of on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1) Agreed

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			and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).	
	Article 2, first paragraph, point (27)			
G	111 (27) 'high power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output of more than 22 kW;	(27) 'high power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output of more than 22 kW;	(27) 'high power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output of more than 22 kW;	(27) 'high power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output of more than 22 kW; Agreed
	Article 2, first paragraph, point (28)			
G	112 (28) 'high-speed passenger craft' means a craft as defined in Regulation 1 of Chapter X of SOLAS 74, and carrying more than 12 passengers;	(28) 'high-speed passenger craft' means a craft as defined in Regulation 1 of Chapter X of SOLAS 74, and carrying more than 12 passengers;	(28) 'high-speed passenger craft' means a craft as defined in Regulation 1 of Chapter X of SOLAS 74, and carrying more than 12 passengers;	(28) 'high-speed passenger craft' means a craft as defined in Regulation 1 of Chapter X of SOLAS 74, and carrying more than 12 passengers; Agreed
	Article 2, first paragraph, point (28a)			
G	112a	<u>(28a) 'L-category vehicles' means powered two-, three- and four-wheel vehicles as categorised in Regulation (EU) No 168/2013 and Annex I, including powered</u>		will be explained in a Recital: that electric bicycles can use common household plugs and electric motorcycles can make use of the LDV

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		<u><i>cycles, two- and three-wheel mopeds, two- and three-wheel motorcycles, motorcycles with side-cars, light and heavy on-road quads, and light and heavy quadri-mobiles.</i></u>		infrastructure - so no need to cater for L-category vehicles separately. Agreed
Article 2, first paragraph, point (29)				
113	(29) 'light-duty vehicle' means a motor vehicle of categories M1 or N1 as defined in Annex II to Directive 2007/46/EC;	(29) 'light-duty vehicle' means a motor vehicle of categories M1 or N1 as defined in Annex II to Directive 2007/46/EC;	(29) 'light-duty vehicle' means a motor vehicle of categories M1 or N1 as defined respectively in Article 4 (1) (a) (i) and Article 4 (1) (b) (i) of Regulation (EU) 2018/858 in Annex II to Directive 2007/46/EC;	(29) 'light-duty vehicle' means a motor vehicle of categories M1 or N1 as defined respectively in Article 4 (1) (a) (i) and Article 4 (1) (b) (i) of Regulation (EU) 2018/858; Agreed
Article 2, first paragraph, point (29a)				
113a			(29a) 'liquefied methane' means LNG, liquefied biogas or synthetic LNG, including blends of those fuels;	(29a) 'liquefied methane' means LNG, liquefied biogas or synthetic LNG <u>liquefied methane</u> , including blends of those fuels; Agreed
Article 2, first paragraph, point (30)				
114	(30) 'mobility service provider' means a legal person who provides	(30) 'mobility service provider' means a legal person who provides	(30) 'mobility service provider' means a legal person who provides	(30) 'mobility service provider' means a legal person who provides

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	services in return for remuneration to an end user, including the sale of a recharging service;	services in return for remuneration to an end user, including the sale of a recharging service;	services in return for remuneration to an end user, including the sale of a recharging service;	services in return for remuneration to an end user, including the sale of a recharging service; Agreed
Article 2, first paragraph, point (30a)				
114a		<u>(30a) 'multimodal hub' means a mobility service infrastructure, such as rail, road, air, maritime and inland waterways stations and terminals, that allows for the performance of 'multimodal transport' defined in Article 3, point (n) of Regulation (EU) No 1315/2013;</u>		Agreed
Article 2, first paragraph, point (31)				
115	(31) 'normal power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output less than or equal to 22 kW;	(31) 'normal power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output less than or equal to 22 kW;	(31) 'normal power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output less than or equal to 22 kW;	(31) 'normal power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output less than or equal to 22 kW; Agreed
Article 2, first paragraph, point (32)				
116				

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	(32) ‘national access point’ means a digital interface where certain static and dynamic data are made accessible for re-use to data users, as implemented by Member States in compliance with Article 3 of Commission Delegated Regulation (EU) 2015/962;	(32) ‘national access point’ means a digital interface where certain static and dynamic data are made accessible for re-use to data users, as implemented by Member States in compliance with Article 3 of Commission Delegated Regulation (EU) 2015/962;	(32) ‘national access point’ means a digital interface where certain static and dynamic data are made accessible for re-use to data users, as implemented by Member States in compliance with as defined in Article 3 of Commission Delegated Regulation (EU) 2015/962(22) ¹ of Directive 2010/40/EU; 1. As proposed in COM(2021)813 final (ITS Directive)	(32) ‘national access point’ means a digital interface as defined in Article 4(22) ¹ of Directive 2010/40/EU; 1. As proposed in COM(2021)813 final (ITS Directive) Agreed
Article 2, first paragraph, point (33)				
117	(33) ‘operator of a recharging point’ means the entity responsible for the management and operation of a recharging point, which provides a recharging service to end users, including in the name and on behalf of a mobility service provider;	(33) ‘operator of a recharging point’ means the entity responsible for the management and operation of a recharging point, which provides a recharging service to end users, including in the name and on behalf of a mobility service provider;	(33) ‘operator of a recharging point’ means the entity responsible for the management and operation of a recharging point, which provides a recharging service to end users, including in the name and on behalf of a mobility service provider;	(33) ‘operator of a recharging point’ means the entity responsible for the management and operation of a recharging point, which provides a recharging service to end users, including in the name and on behalf of a mobility service provider; Agreed
Article 2, first paragraph, point (34)				
118	(34) ‘operator of a refuelling point’ means the entity responsible for the management and operation	(34) ‘operator of a refuelling point’ means the entity responsible for the management and operation	(34) ‘operator of a refuelling point’ means the entity responsible for the management and operation	(34) ‘operator of a refuelling point’ means the entity responsible for the management and operation

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	of a refuelling point, which provides a refuelling service to end users, including in the name and on behalf of a mobility service provider;	of a refuelling point, which provides a refuelling service to end users, including in the name and on behalf of a mobility service provider;	of a refuelling point, which provides a refuelling service to end users, including in the name and on behalf of a mobility service provider;	of a refuelling point, which provides a refuelling service to end users, including in the name and on behalf of a mobility service provider; Agreed
Article 2, first paragraph, point (35)				
119	(35) 'passenger ship' means a ship that carries more than 12 passengers, including cruise ships, high-speed passenger crafts and ships with facilities to enable road or rail vehicles to roll on and roll off the vessel ('ro-ro passenger ships');	(35) 'passenger ship' means a ship that carries more than 12 passengers, including cruise ships, high-speed passenger crafts and ships with facilities to enable road or rail vehicles to roll on and roll off the vessel ('ro-ro passenger ships');	(35) 'passenger ship' means a ship that carries more than 12 passengers, including cruise ships, high-speed passenger crafts and ships with facilities to enable road or rail vehicles to roll on and roll off the vessel ('ro-ro passenger ships');	(35) 'passenger ship' means a ship that carries more than 12 passengers, including cruise ships, high-speed passenger crafts and ships with facilities to enable road or rail vehicles to roll on and roll off the vessel ('ro-ro passenger ships');
Article 2, first paragraph, point (35a)				
119a		<u>(35a) 'payment card' means a payment service that works on the basis of a physical and digital debit or credit card and comprises payment cards embedded in a smartphone application;</u>		Agreed
Article 2, first paragraph, point (35b)				

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119b		<u>(35b) 'payment service' means a 'payment service' as defined in Article 4, point (3), of Directive (EU) 2015/2366;</u>		<u>(35b) 'payment service' means a 'payment service' as defined in Article 4, point (3), of Directive (EU) 2015/2366;</u> Agreed
Article 2, first paragraph, point (36)				
120	(36) 'plug-in hybrid vehicle' means an electric vehicle constituted by a conventional combustion engine combined with an electric propulsion system, which can be recharged from an external electric power source;	(36) 'plug-in hybrid vehicle' means an electric vehicle constituted by a conventional combustion engine combined with an electric propulsion system, which can be recharged from an external electric power source;	(36) 'plug-in hybrid vehicle' means an electric vehicle constituted by a conventional combustion engine combined with an electric propulsion system, which can be recharged from an external electric power source;	(36) 'plug-in hybrid vehicle' means an electric vehicle constituted by a conventional combustion engine combined with an electric propulsion system, which can be recharged from an external electric power source; Agreed
Article 2, first paragraph, point (37)				
121	(37) 'power output' means the theoretical maximum power, expressed in kW, that can be provided by a recharging point, station, or pool or a shore-side electricity supply installation to a vehicle or vessel connected to that recharging point, station, pool or installation;	(37) 'power output' means the theoretical maximum power, expressed in kW, that can be provided by a recharging point, station, or pool or a shore-side electricity supply installation to a vehicle or vessel connected to that recharging point, station, pool or installation;	(37) 'power output' means the theoretical maximum power, expressed in kW, that can be provided by a recharging point, station, or pool or a shore-side electricity supply installation to a vehicle or vessel connected to that recharging point, station, pool or installation;	(37) 'power output' means the theoretical maximum power, expressed in kW, that can be provided by a recharging point, station, or pool or a shore-side electricity supply installation to a vehicle or vessel connected to that recharging point, station, pool or installation;

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				Agreed
	Article 2, first paragraph, point (37a)			
G	121a	<u>(37a) 'preconditioned air system' means a fixed or mobile system at airports providing the external supply of conditioned air to cool, ventilate or heat the cabins of stationary aircraft;</u>		Agreed
	Article 2, first paragraph, point (38)			
G	122	(38) 'publicly accessible' alternative fuels infrastructure, means an alternative fuels infrastructure which is located at a site or premise that is open to the general public, irrespective of whether the alternative fuels infrastructure is located on public or on private property, whether limitations or conditions apply in terms of access to the site or premise and irrespective of the applicable use conditions of the alternative fuels infrastructure;	(38) 'publicly accessible' alternative fuels infrastructure, means an alternative fuels infrastructure which is located at a site or premise that is open to the general public, irrespective of whether the alternative fuels infrastructure is located on public or on private property, whether limitations or conditions apply in terms of access to the site or premise and irrespective of the applicable use conditions of the alternative fuels infrastructure;	(38) 'publicly accessible' alternative fuels infrastructure, means an alternative fuels infrastructure which is located at a site or premise that is open to the general public, <u>including persons with reduced mobility</u> , irrespective of whether the alternative fuels infrastructure is located on public or on private property, whether limitations or conditions apply in terms of access to the site or premise and irrespective of the applicable use conditions of the alternative fuels infrastructure; Agreed
	Article 2, first paragraph, point (39)			

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123	(39) ‘Quick Response code’ (QR code) means an ISO 18004-compliant encoding and visualization of data;	(39) ‘Quick Response code’ (QR code) means an ISO 18004-compliant encoding and visualization of data;	(39) ‘Quick Response code’ (QR code) means an ISO ISO/IEC 18004:15-compliant encoding and visualization of data;	(39) ‘Quick Response code’ (QR code) means an ISO/IEC 18004:15-compliant encoding and visualization of data; Agreed
Article 2, first paragraph, point (40)				
124	(40) ‘recharge on an ad hoc basis’ means a recharging service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point beyond the mere purchase of the service;	(40) ‘recharge on an ad hoc basis’ means a recharging service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point <u>or to electronically log-in or sign-in to online intermediation services</u> , beyond the mere purchase of the service;	(40) ‘recharge on an ad hoc basis’ means a recharging service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point beyond the mere purchase of the service;	(40) ‘recharge on an ad hoc basis’ means a recharging service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point beyond the mere purchase of the service; Agreed
Article 2, first paragraph, point (41)				
125	(41) ‘recharging point’ means a fixed or mobile interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several connectors to accommodate different connector types, is	(41) ‘recharging point’ means a fixed or mobile, <u>on-grid or off-grid</u> interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several connectors to accommodate different connector	(41) ‘recharging point’ means a fixed or mobile interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several connectors outlets to accommodate different connector types, is	(41) ‘recharging point’ means a fixed or mobile, <u>on-grid or off-grid</u> interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several outlets connectors to accommodate different connector

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	capable of recharging only one electric vehicle at a time, and excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles.	types, is capable of recharging only one electric vehicle at a time, and excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles.	capable of recharging only one electric vehicle at a time, and excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles-;	types, is capable of recharging only one electric vehicle at a time, and excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles. Agreed
Article 2, first paragraph, point (42)				
126	(42) 'recharging point, station or pool dedicated to light-duty vehicles' means a recharging point, station or pool intended for recharging light-duty vehicles, either due to the specific design of the connectors/plugs or the design of the parking space adjacent to the recharging point, station or pool, or both;	(42) 'recharging point, station or pool dedicated to light-duty vehicles' means a recharging point, station or pool intended for recharging light-duty vehicles, either due to the specific design of the connectors/plugs or the design of the parking space adjacent to the recharging point, station or pool, or both;	(42) 'recharging point, station or pool dedicated to light-duty vehicles' means a recharging point, station or pool intended for recharging light-duty vehicles, either due to the specific design of the connectors/plugs or the design of the parking space adjacent to the recharging point, station or pool, or both;	(42) 'recharging point, station or pool dedicated to light-duty vehicles' means a recharging point, station or pool intended for recharging light-duty vehicles, either due to the specific design of the connectors/plugs or the design of the parking space adjacent to the recharging point, station or pool, or both; Agreed
Article 2, first paragraph, point (43)				
127	(43) 'recharging point, station or pool dedicated to heavy-duty vehicles' means a recharging point, station or pool intended for recharging heavy-duty vehicles, either due to the specific design of	(43) 'recharging point, station or pool dedicated to heavy-duty vehicles' means a recharging point, station or pool intended for recharging heavy-duty vehicles, either due to the specific design of	(43) 'recharging point, station or pool dedicated to heavy-duty vehicles' means a recharging point, station or pool intended for recharging heavy-duty vehicles, either due to the specific design of	(43) 'recharging point, station or pool dedicated to heavy-duty vehicles' means a recharging point, station or pool intended for recharging heavy-duty vehicles, either due to the specific design of

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	the connectors/plugs or to the design of the parking space adjacent to the recharging point, station or pool, or both;	the connectors/plugs or to the design of the parking space adjacent to the recharging point, station or pool, or both;	the connectors/plugs or to the design of the parking space adjacent to the recharging point, station or pool, or both;	the connectors/plugs or to the design of the parking space adjacent to the recharging point, station or pool, or both; Agreed
Article 2, first paragraph, point (44)				
128	(44) 'recharging pool' means one or more recharging stations at a specific location;	(44) 'recharging pool' means one or more recharging stations at a specific location;	(44) 'recharging pool' means one or more recharging stations at a specific location;	(44) 'recharging pool' means one or more recharging stations at a specific location; Agreed
Article 2, first paragraph, point (45)				
129	(45) 'recharging station' means a single physical installation at a specific location, consisting of one or more recharging points;	(45) 'recharging station' means a single physical installation at a specific location, consisting of one or more recharging points;	(45) 'recharging station' means a single physical installation at a specific location, consisting of one or more recharging points;	(45) 'recharging station' means a physical installation at a specific location, consisting of one or more recharging points; Agreed
Article 2, first paragraph, point (46)				
130	(46) 'recharging service' means the sale or provision of electricity, including related services, through a publicly accessible recharging point;	(46) 'recharging service' means the sale or provision of electricity, including related services, through a publicly accessible recharging point;	(46) 'recharging service' means the sale or provision of electricity, including related services, through a publicly accessible recharging point;	(46) 'recharging service' means the sale or provision of electricity, including related services, through a publicly accessible recharging point;

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				Agreed
Article 2, first paragraph, point (47)				
131	(47) 'recharging session' means the full process of recharging a vehicle at a publicly accessible recharging point from the moment the vehicle is connected to the moment the vehicle is disconnected;	(47) 'recharging session' means the full process of recharging a vehicle at a publicly accessible recharging point from the moment the vehicle is connected to the moment the vehicle is disconnected;	(47) 'recharging session' means the full process of recharging a vehicle at a publicly accessible recharging point from the moment the vehicle is connected to the moment the vehicle is disconnected;	(47) 'recharging session' means the full process of recharging a vehicle at a publicly accessible recharging point from the moment the vehicle is connected to the moment the vehicle is disconnected; Agreed
Article 2, first paragraph, point (48)				
132	(48) 'refuel on an ad hoc basis' means a refuelling service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that refuelling point beyond the mere purchase of the service;	(48) 'refuel on an ad hoc basis' means a refuelling service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that refuelling point beyond the mere purchase of the service;	(48) 'refuel on an ad hoc basis' means a refuelling service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that refuelling point beyond the mere purchase of the service;	(48) 'refuel on an ad hoc basis' means a refuelling service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that refuelling point beyond the mere purchase of the service; Agreed
Article 2, first paragraph, point (49)				

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133	(49) 'refuelling point' means a refuelling facility for the provision of any liquid or gaseous alternative fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle at a time;	(49) 'refuelling point' means a refuelling facility for the provision of any liquid or gaseous alternative fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle <u>or one vessel</u> at a time;	(49) 'refuelling point' means a refuelling facility for the provision of any liquid or gaseous alternative fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle, one vessel or one aircraft at a time;	(49) 'refuelling point' means a refuelling facility for the provision of any liquid or gaseous <u>alternative</u> fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle, one vessel or one aircraft at a time; Agreed
Article 2, first paragraph, point (50)				
134	(50) 'refuelling service' means the sale or provision of any liquid or gaseous alternative fuel through a publicly accessible refuelling point;	(50) 'refuelling service' means the sale or provision of any liquid or gaseous alternative fuel through a publicly accessible refuelling point;	(50) 'refuelling service' means the sale or provision of any liquid or gaseous alternative fuel through a publicly accessible refuelling point;	(50) 'refuelling service' means the sale or provision of any liquid or gaseous <u>alternative</u> fuel through a publicly accessible refuelling point; Agreed
Article 2, first paragraph, point (51)				
135	(51) 'refuelling session' means the full process of refuelling a vehicle at a publicly accessible refuelling point from the moment the vehicle is connected to the moment the vehicle is disconnected;	(51) 'refuelling session' means the full process of refuelling a vehicle at a publicly accessible refuelling point from the moment the vehicle is connected to the moment the vehicle is disconnected;	(51) 'refuelling session' means the full process of refuelling a vehicle at a publicly accessible refuelling point from the moment the vehicle is connected to the moment the vehicle is disconnected;	(51) 'refuelling session' means the full process of refuelling a vehicle at a publicly accessible refuelling point from the moment the vehicle is connected to the moment the vehicle is disconnected; Agreed

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	Article 2, first paragraph, point (52)			
136	(52) 'refuelling station' means a single physical installation at a specific location, consisting of one or more refuelling points;	(52) 'refuelling station' means a single physical installation at a specific location, consisting of one or more refuelling points;	(52) 'refuelling station' means a single physical installation at a specific location, consisting of one or more refuelling points;	(52) 'refuelling station' means a single physical installation at a specific location, consisting of one or more refuelling points; Agreed
	Article 2, first paragraph, point (53)			
137	(53) 'regulatory authority' means a regulatory authority designated by each Member State pursuant to Article 57(1) of Directive (EU) 2019/944;	(53) 'regulatory authority' means a regulatory authority designated by each Member State pursuant to Article 57(1) of Directive (EU) 2019/944;	(53) 'regulatory authority' means a regulatory authority designated by each Member State pursuant to Article 57(1) of Directive (EU) 2019/944;	(53) 'regulatory authority' means a regulatory authority designated by each Member State pursuant to Article 57(1) of Directive (EU) 2019/944; Agreed
	Article 2, first paragraph, point (54)			
138	(54) 'renewable energy' means energy from renewable non-fossil sources as defined in Article 2, point (1) of Directive (EU) 2018/2001;	(54) 'renewable energy' means energy from renewable non-fossil sources as defined in Article 2, point (1) of Directive (EU) 2018/2001;	(54) 'renewable energy' means energy from renewable non-fossil sources as defined in Article 2, point (1) of Directive (EU) 2018/2001;	(54) 'renewable energy' means energy from renewable non-fossil sources as defined in Article 2, point (1) of Directive (EU) 2018/2001; Agreed
	Article 2, first paragraph, point (54a)			

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138a		<u>(54a) 'renewable energy community' means a community as defined in Article 2 (16) of Directive (EU) 2018/2001;</u>		Agreed
Article 2, first paragraph, point (55)				
139	(55) 'ro-ro passenger ship' means a ship with facilities to enable road or rail vehicles to roll on and roll off the vessel, and carrying more than 12 passengers;	(55) 'ro-ro passenger ship' means a ship with facilities to enable road or rail vehicles to roll on and roll off the vessel, and carrying more than 12 passengers;	(55) 'ro-ro passenger ship' means a ship with facilities to enable road or rail vehicles to roll on and roll off the vessel, and carrying more than 12 passengers;	(55) 'ro-ro passenger ship' means a ship with facilities to enable road or rail vehicles to roll on and roll off the vessel, and carrying more than 12 passengers; Agreed
Article 2, first paragraph, point (56)				
140	(56) 'safe and secure parking' means a parking and rest area as referenced in Article 17, point(1)(b) that is dedicated to heavy-duty vehicles overnight parking;	(56) 'safe and secure parking' means a parking and rest area as referenced <u>referred to</u> in Article 17, point(1)(b) <u>of Regulation (EU) No 1315/2013</u> , that is dedicated to heavy-duty vehicles overnight parking <u>and has been certified pursuant to the provisions in Article 8a of Regulation (EC) No 561/2006</u> ;	(56) 'safe and secure parking' means a parking and rest area as referenced in Article 17, point(1)(b) of Regulation (EU) No 1315/2013 , that is dedicated to heavy-duty vehicles overnight parking and has been certified pursuant to the provisions in Article 8a of Regulation (EC) No 561/2006¹ and the delegated acts adopted on the basis thereof; ¹ Regulation (EC) No 561/2006 of the European Parliament and of the Council	(56) <u>'safe and secure parking' means a parking area accessible to drivers engaged in the carriage of goods or passengers, which has been certified in accordance with Commission Delegated</u> safe and secure parking' means a parking and rest area as referenced in Article 17, point(1)(b) of Regulation (EU) No 1315/2013, that is dedicated to heavy-duty vehicles overnight parking and has been certified pursuant to the provisions in

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			of 15 March 2006 on the harmonisation of certain social legislation relating to road transport (OJ L 102, 11.4.2006, p. 1)	<p>Article 8a of Regulation (EC<u>EU</u>) No 561/2006¹ and the delegated acts adopted on the basis thereof; <u>2022/1012</u>¹</p> <p>1. <u>Commission Delegated Regulation (EU) 2022/1012 of 7 April 2022 supplementing</u> Regulation (EC) No 561/2006 of the European Parliament and of the Council <u>with regard to the establishment of standards detailing the level of service and security of safe and secure parking areas and to the procedures for their certification</u> of 15 March 2006 on the harmonisation of certain social legislation relating to road transport (OJ L 102, 11.4.2006, p. 1)</p> <p>Agreed</p>
Article 2, first paragraph, point (57)				
141	(57) 'ship at berth' means ship at berth as defined in Article 3, point (n) of Regulation (EU) 2015/757;	(57) 'ship at berth' means <u>a ship which is securely moored at the quayside in a port falling under the jurisdiction of a Member State while it is loading, unloading, embarking or disembarking passengers or hotelling, including the time spent when not engaged in cargo or passenger operations</u> ship at berth as defined in Article 3, point (n) of Regulation (EU) 2015/757;	<p>deleted</p> <p>the term 'ship at berth' is no longer used in article 9 - aligned with FuelEU Maritime</p>	Agreed

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Article 2, first paragraph, point (58)				
142	(58) 'shore-side electricity supply' means the provision of shore-side electrical power through a standardised interface to seagoing ships or inland waterway vessels at berth;	(58) 'shore-side electricity supply' means the provision of shore-side electrical power through a standardised interface <u>fixed, floating or mobile installation</u> to seagoing ships or inland waterway vessels at berth;	(58) 'shore-side electricity supply' means the provision of shore-side electrical power through a standardised interface to seagoing ships or inland waterway vessels, moored at the quayside at berth ;	(58) 'shore-side electricity supply' means the provision of shore-side electrical power through a standardised <u>fixed or mobile</u> interface to seagoing ships or inland waterway vessels, moored at the quayside; Agreed
Article 2, first paragraph, point (59)				
143	(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;	(59) 'smart recharging' means a recharging operation in which the intensity of electricity delivered to the battery is adjusted in real-time <u>dynamically</u> , 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 dynamically <u>in real-time</u> , based on information received through electronic communication; Agreed
Article 2, first paragraph, point (60)				
144	(60) 'static data' means data that do not change often or on a regular basis;	(60) 'static data' means data that do not change often or on a regular basis;	(60) 'static data' means data that do not change often or on a regular basis;	(60) 'static data' means data that do not change often or on a regular basis; Agreed

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	Article 2, first paragraph, point (61)			
145	(61) ‘TEN-T comprehensive network’ means a network as defined in Article 9 of Regulation (EU) No 1315/2013;	(61) ‘TEN-T comprehensive network’ means a network as defined in Article 9 of Regulation (EU) No 1315/2013;	(61) ‘TEN-T comprehensive network’ means a network as defined in Article 9 of Regulation (EU) No 1315/2013;	(61) ‘TEN-T comprehensive network’ means a network as defined in Article 9 of Regulation (EU) No 1315/2013; Agreed
	Article 2, first paragraph, point (62)			
146	(62) ‘TEN-T core network’ means a network as defined in Article 38 of Regulation (EU) No 1315/2013;	(62) ‘TEN-T core network’ means a network as defined in Article 38 of Regulation (EU) No 1315/2013;	(62) ‘TEN-T core network’ means a network as defined in Article 38 of Regulation (EU) No 1315/2013;	(62) ‘TEN-T core network’ means a network as defined in Article 38 of Regulation (EU) No 1315/2013; Agreed
	Article 2, first paragraph, point (63)			
147	(63) ‘TEN-T core inland waterway port and TEN-T comprehensive inland waterway port’ means an inland waterway port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	(63) ‘TEN-T core inland waterway port and TEN-T comprehensive inland waterway port’ means an inland waterway port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	(63) ‘TEN-T core inland waterway port and TEN-T comprehensive inland waterway port’ means an inland waterway port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	(63) ‘TEN-T core inland waterway port and TEN-T comprehensive inland waterway port’ means an inland waterway port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013; Agreed
	Article 2, first paragraph, point (64)			

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148	(64) 'TEN-T core maritime port and TEN-T comprehensive maritime port' means a maritime port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	(64) 'TEN-T core maritime port and TEN-T comprehensive maritime port' means a maritime port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	(64) 'TEN-T core maritime port and TEN-T comprehensive maritime port' means a maritime port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	(64) 'TEN-T core maritime port and TEN-T comprehensive maritime port' means a maritime port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013; Agreed
Article 2, first paragraph, point (65)				
149	(65) 'transmission system operator' means a system operator as defined in Art 2, point (35) of Directive (EU) 2019/944;	(65) 'transmission system operator' means a system operator as defined in Art 2, point (35) of Directive (EU) 2019/944;	(65) 'transmission system operator' means a system operator as defined in Art 2, point (35) of Directive (EU) 2019/944;	(65) 'transmission system operator' means a system operator as defined in Art 2, point (35) of Directive (EU) 2019/944; Agreed
Article 2, first paragraph, point (66)				
150	(66) 'urban node' means an urban node as defined in Article 3, point (p) of Regulation (EU) No 1315/2013.	(66) 'urban node' means an urban node as defined in Article 3, point (p) of Regulation (EU) No 1315/2013.	(66) 'urban node' means an urban node as defined in Article 3, point (p) of Regulation (EU) No 1315/2013.	(66) 'urban node' means an urban node as defined in Article 3, point (p) of Regulation (EU) No 1315/2013. Agreed
Article 3				
151				

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	Article 3 Targets for electric recharging infrastructure dedicated to light-duty vehicles	Article 3 Targets for electric recharging infrastructure dedicated to light-duty vehicles	Article 3 Targets for electric recharging infrastructure dedicated to light-duty vehicles	Article 3 Targets for electric recharging infrastructure dedicated to light-duty vehicles
Article 3(1), first subparagraph				
152	1. Member States shall ensure that:	1. Member States shall ensure that:	1. Member States shall ensure that, in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles and provide sufficient power output for those vehicles.	
Article 3(1), first subparagraph, first indent				
153	- publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles;	- publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles;	<i>deleted</i> <i>integrated in the first subparagraph of the introductory part (line 152)</i>	
Article 3(1), first subparagraph, second indent				
154	- in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed that provide sufficient	- in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed <u>in a manner that</u>	<i>deleted</i> <i>integrated in the first subparagraph of the</i>	

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	power output for those vehicles.	<u>supports territorial balance and multimodal travelling</u> that provide sufficient power output for those vehicles-;	introductory part (line 152)	
154a		- <u>a sufficient number of publicly accessible recharging stations for light-duty vehicles is deployed on public roads in residential areas where vehicles typically park for extended periods of time;</u>		
154b		- <u>a sufficient number of publicly accessible recharging stations for light-duty vehicles is enabled for smart and bi-directional charging;</u>		
154c		- <u>the grid connection and the grid capacity are provided.</u>		
Article 3(1), second subparagraph				
155	To that end Member States shall	To that end Member States shall	To that end, Member States shall	

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	ensure that, at the end of each year, starting from the year referred to in Article 24, the following power output targets are met cumulatively:	ensure that, at the end of each year, starting from the year referred to in Article 24, the following power output targets are met cumulatively:	ensure that, at the end of each year, starting from the year of the date of application as referred to in Article 24, the following power output targets are met cumulatively:	
Article 3(1), point (a)				
156	(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations; and	(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1.3 kW is provided, through publicly accessible recharging stations, <u>if the share of the total projected light-duty vehicle fleet represented by battery electric light-duty vehicles in that Member State is less than 1%; and</u>	(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations; and	
156a		<u>(aa) for each battery electric light-duty vehicle registered in their territory, a total power output of 2,5 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 1 % or greater</u>		

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		<u>than 1 % but below 2,5 %;</u>		
156b		<u>(ab) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 2 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 2,5 % or greater than 2,5 % but below 5 %;</u>		
156c		<u>(ac) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1,5 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 5 % or greater than 5 % but below 7,5 %; and</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
156d		<u>(ad) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 7,5 % or greater;</u>		
Article 3(1), point (b)				
157	(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 0.66 kW is provided through publicly accessible recharging stations.	(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 0.66 2 kW is provided through publicly accessible recharging stations- <u>if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is less than 1 %;</u>	(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 0.66 kW is provided through publicly accessible recharging stations.	
157a		<u>(ba) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 1.65 kW is</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u><i>provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 1 % or greater than 1 % but below 2,5 %;</i></u>		
157b		<u><i>(bb) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 1,33 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 2,5 % or greater than 2, 5 % but below 5 %;</i></u>		
157c		<u><i>(bc) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that</i></u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>Member State is 5 % or greater than 5 % but below 7,5 %; and</u>		
157d		<u>(bd) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 0,66 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 7,5 % or greater.</u>		
Article 3(1a), first subparagraph				
157e			1a. When the share of battery electric light-duty vehicles compared to the total fleet of light-duty vehicles registered in the territory of a Member State reaches at least 20% and the Member State demonstrates that the implementation of the requirements set out in the second subparagraph of paragraph 1 has adverse effects by discouraging private investments and is no longer justified, that Member State may	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			submit to the Commission a reasoned request for the authorisation to apply lower requirements in terms of level of total power output or to cease to apply such requirements.	
Article 3(1a), second subparagraph				
157f			1b. The Commission shall, within 6 months, adopt a decision, on that request, as justified in each case.	
Article 3(1a), first subparagraph				
157g		<u>1a. Without prejudice to paragraph 1, second subparagraph, point (a), Member States shall ensure a deployment of minimum power output targets of recharging infrastructure at national level that is sufficient for:</u>		
Article 3(1a), first subparagraph, first indent				
157h		<u>- 3 % of the total projected light-duty vehicle fleet by 31 December 2027;</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 3(1a), first subparagraph, second indent				
157i		<u>- 5 % of the total projected light-duty vehicle fleet by 31 December 2030;</u>		
Article 3(2)				
158	2. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to light-duty vehicles on the road network in their territory. To that end, Member States shall ensure that:	2. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to light-duty vehicles on the road network in their territory. To that end, Member States shall ensure that:	2. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to light-duty vehicles on the road network in their territory. To that end, Member States shall ensure that:	
Article 3(2), point (a)				
159	(a) along the TEN-T core network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	(a) along the TEN-T core network <u>and comprehensive network</u> , publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	(a) along the TEN-T core network, 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:	
Article 3(2), point (a)(i)				
160	(i) by 31 December 2025, each	(i) by 31 December 2025, each	(i) by 31 December 2025, each	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	recharging pool shall offer a power output of at least 300 kW and include at least one recharging station with an individual power output of at least 150 kW;	recharging pool shall offer a power output of at least 300 <u>600</u> kW and include at least one recharging station with an individual power output of at least 150 <u>300</u> kW;	recharging pool shall offer a power output of at least 300 kW and include at least one recharging station <u>point</u> with an individual power output of at least 150 kW;	
Article 3(2), point (a)(ii)				
161	(ii) by 31 December 2030, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging stations with an individual power output of at least 150 kW;	(ii) by 31 December 2030, each recharging pool shall offer a power output of at least 600 <u>900</u> kW and include at least two recharging stations with an individual power output of at least 150 <u>350</u> kW;	(ii) by 31 December 2030, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging stations <u>points</u> with an individual power output of at least 150 kW;	
Article 3(2), point (b)				
162	(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	<i>deleted</i>	(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	
Article 3(2), point (b)(i)				
163	(i) by 31 December 2030, each recharging pool shall offer a power	<i>deleted</i>	(i) by 31 December 2030, each recharging pool shall offer a power	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	output of at least 300 kW and include at least one recharging station with an individual power output of at least 150 kW;		output of at least 300 kW and include at least one recharging station point with an individual power output of at least 150 kW;	
Article 3(2), point (b)(ii)				
164	(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.	<i>deleted</i>	(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 points with an individual power output of at least 150 kW.	
164a			2a. A single publicly accessible recharging pool dedicated to light-duty vehicles may be deployed along TEN-T roads for both directions of travel provided that such pool is easily accessible from both directions of travel, that appropriate signposting is deployed and that the requirements set out in paragraph 2 in terms of distance, total power output of the pool, number of points and power output of single points are complied with as for two directions of travel.	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
164b			<p>2b. By way of derogation from paragraph 2a, along TEN-T roads with a total annual average daily traffic of less than 10.000 light-duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may provide that a publicly accessible recharging pool dedicated to light-duty vehicles may serve both directions of travel while meeting the requirements set out in paragraph 2 in terms of distance, total power output of the pool, number of points and power output of single points applicable for a single direction of travel provided that the recharging pool is easily accessible from both directions of travel and that appropriate signposting is deployed. Member States shall notify such derogations to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.</p>	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
164c			<p>2c. By way of derogation from paragraph 2, along TEN-T roads with a total annual average daily traffic of less than 10.000 light-duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may reduce up to 50% the total power output of a publicly accessible recharging pool dedicated to light-duty vehicles required pursuant to paragraph 2, provided that such recharging pool serves only one direction of travel and that the other requirements set out in paragraph 2 in terms of distance, number of points and power output of single points are complied with. Member States shall notify such derogations to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.</p>	
Article 3(2d), first subparagraph				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
164d			<p>2d. By way of derogation from the requirement relating to the maximum distance of 60 km between the publicly accessible recharging pools dedicated to light-duty vehicles set out in paragraph 2, points (a) and (b), Member States may allow a higher distance of up to 100 km for such recharging pools along TEN-T roads with a total annual average daily traffic of less than 4.000 light-duty vehicles provided that appropriate signposting regarding distance between recharging pools is deployed. Member States shall notify any derogation pursuant to this paragraph to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.</p>	
Article 3(2d), second subparagraph				
164e			<p>2e. Where a derogation has been notified by a Member State pursuant to this paragraph, the requirements set out in paragraph 2, points (a) and (b),</p>	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			in terms of maximum distance between recharging pools shall be deemed as being met for the purposes of paragraphs 2a, 2b and 2c.	
164f		<u>2a. In the case of rapid market uptake of electric vehicles in any relevant reporting period, Member States should shorten the deadlines specified in paragraph 2 accordingly and increase the targets for recharging pools accordingly.</u>		
164g		<u>2b. If the costs are disproportionate to the benefits, including environmental benefits, Member States may decide not to apply paragraphs 1 and 2 of this Article to:</u>		
164h		<u>(a) outermost regions of the Union, as referred to in Article 349 of the Treaty on the</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>Functioning of the European Union; or</u>		
164i		<u>(b) islands that are not connected to mainland energy networks, falling under the definition of small connected systems or isolated systems according to Directive 2019/944.</u>		
Article 3(2b), first subparagraph				
164j		<u>(c) In such cases, that Member State shall justify its decisions to the Commission and shall make available all relevant information in its national policy frameworks.</u>		
164k		<u>2c. Following a reasoned request by a Member State the Commission may grant an exemption from the requirement laid down in paragraph 2 for TEN-T roads with a total annual average daily traffic of less than 2000 light-duty vehicles, provided that the infrastructure cannot be</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<p><u>justified in socio-economic cost-benefit terms. When granted, a Member State may on such roads deploy, a single publicly accessible recharging pool which serves both directions of travel, while meeting the requirements set out in paragraph 2 in terms of distance, total power output of the pool, number of points and power output of single points applicable for a single direction of travel, provided that the recharging pool is easily accessible from both directions of travel. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request submitted by the Member State.</u></p>		
1641		<p><u>2d. Following a reasoned request by a Member State the Commission may grant an exemption from the maximum distance requirement laid down in paragraph 2 of this Article for TEN-T roads with a total annual average daily traffic of less than 1500 light-duty vehicles, provided that the infrastructure cannot be</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>justified in socio-economic cost-benefit terms. Where such a derogation is granted, Member States may allow a higher maximum distance of up to 100km between recharging points. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request submitted by the Member State.</u>		
164m		<u>2e. In densely populated areas and regions with a lack of available off-street parking or high uptake in registered light-duty electricity vehicles, Member States shall ensure that the number of publicly accessible recharging stations is increased accordingly in order to provide the necessary infrastructure and support the market development.</u>		
Article 3(3)				
165	3. Neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-	3. Neighbouring Member States shall <u>take the necessary measures to</u> ensure that the maximum distances referred to in points (a)	3. Neighbouring Member States shall ensure that the maximum distances referred to in paragraph 2 , points (a) and (b) are not	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	border sections of the TEN-T core and the TEN-T comprehensive network.	and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	
165a		<u>3a. The Commission shall take the necessary measures to ensure the cooperation with third-countries, especially candidate countries and those third countries, in which transit corridors connecting Member States, are situated.</u>		
Article 4				
166	Article 4 Targets for electric recharging infrastructure dedicated to heavy-duty vehicles	Article 4 Targets for electric recharging infrastructure dedicated to heavy-duty vehicles	Article 4 Targets for electric recharging infrastructure dedicated to heavy-duty vehicles	Article 4 Targets for electric recharging infrastructure dedicated to heavy-duty vehicles
Article 4(1)				
167	1. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to heavy-duty vehicles in their territory. To that end, Member States shall ensure that:	1. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to heavy-duty vehicles in their territory. To that end, Member States shall ensure that:	1. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to heavy-duty vehicles in their territory. To that end, Member States shall ensure that:	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 4(1), point (a01)				
167a			(a01) by 31 December 2025, at least along 15 % of the length of the TEN-T network, publicly accessible recharging pools dedicated to heavy-duty vehicles are deployed in each direction of travel and that each recharging pool offers a power output of at least 1400 kW and includes at least one recharging point with an individual power output of at least 350 kW;	
Article 4(1), point (a02)				
167b			(a02) by 31 December 2027, at least along 40 % of the length of the TEN-T network, publicly accessible recharging pools dedicated to heavy-duty vehicles are deployed in each direction of travel and that each recharging pool:	
167c			(i) along the TEN-T core network, offers a power output	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			of at least 2800 kW and includes at least two recharging points with an individual power output of at least 350 kW;	
167d			(ii) along the TEN-T comprehensive network, offers a power output of at least 1 400 kW and includes at least one recharging point with an individual power output of at least 350 kW;	
Article 4(1), point (a)				
168	(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	(a) by 31 December 2030 , along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them; and that each recharging pool offers a power output of at least 3500 kW and includes at least two recharging points with an individual power output of at least 350 kW;	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 4(1), point (a)(i)				
169	(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 1400 <u>2000</u> kW and include at least one <u>two</u> recharging station with an individual power output of at least 350 <u>800</u> kW;	deleted targets for 2025 and 2027 have been expressed in paragraph (a01 - a02)	
Article 4(1), point (a)(ii)				
170	(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;	(ii) by 31-December 2030, each recharging pool shall offer a power output of at least 3500 <u>5000</u> kW and include at least two <u>four</u> recharging stations with an individual power output of at least 350 <u>800</u> kW;	deleted target for 2030 has been integrated in paragraph (a)	
Article 4(1), point (b)				
171	(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 100 km in-between them:	(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 100 km in-between them:	(b) by 31 December 2030 , along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 100 km in-between them: and each	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			recharging pool offers a power output of at least 1400 kW and includes at least one recharging point with an individual power output of at least 350 kW;	
Article 4(1), point (b)(i)				
172	(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;	(i) by 31-December 2030, each recharging pool shall offer a power output of at least 1400 2000 kW and include at least one recharging station with an individual power output of at least 350 800 kW;	deleted target for 2030 has been integrated in paragraph (b)	
Article 4(1), point (b)(ii)				
173	(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;	(ii) by 1-December 2035, each recharging pool shall offer a power output of at least 3500 5000 kW and include at least two recharging stations with an individual power output of at least 350 800 kW;	deleted target for 2035 will be subject to the Commission review	
173a		<u>(ba) following a reasoned request by a Member State the Commission may grant an exemption from the requirement</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<p><u>laid down in paragraph 1 for TEN-T roads with a total annual average daily traffic of less than 800 heavy-duty vehicles, provided that the infrastructure cannot be justified in socio-economic cost-benefit terms. When granted, a Member State may on such roads deploy, a single publicly accessible recharging pool which serves both directions of travel, while meeting the requirements set out in paragraph 1 in terms of distance, total power output of the pool, number of points and power output of single points applicable for a single direction of travel, provided that the recharging pool is easily accessible from both directions of travel. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request submitted by the Member State;</u></p>		
173b		<p><u>(bb) following a reasoned request by a Member State the Commission may grant an exemption from the maximum distance requirement laid down in</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>paragraph 1 of this Article for TEN-T roads with a total annual average daily traffic of less than 600 heavy-duty vehicles, provided that the infrastructure cannot be justified in socio-economic cost-benefit terms. Where such a derogation is granted, Member States may allow a higher maximum distance of up to 100km between recharging points. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request submitted by the Member State;</u>		
Article 4(1), point (c)				
174	(c) by 31 December 2030, in each safe and secure parking area at least one recharging station dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed;	(c) by 31 December 2030 2027, in each safe and secure parking area at least one two recharging station stations dedicated to heavy-duty vehicles with a power output of at least 100 kW is are installed <u>and enabled for smart and bi-directional charging;</u>	(c) by 31 December 2030, in each safe and secure parking area at least one publicly accessible recharging station dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed;	
174a		<u>(ca) by 31 December 2030, in each safe and secure parking</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>area, at least four recharging stations dedicated to heavy-duty vehicles with a power output of at least 100 kW are installed and enabled for smart and bi-directional charging;</u>		
Article 4(1), point (d)				
175	(d) by 31 December 2025, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 600 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW;	(d) by 31 December 2025, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 600 <u>1 400</u> kW are deployed, provided by recharging stations with an individual power output of at least 150 <u>350</u> kW;	(d) by 31 December 2025, in each urban node, or their vicinity , publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 600 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW;	
Article 4(1), point (e)				
176	(e) by 31 December 2030, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 1200 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW.	(e) by 31 December 2030, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 1200 <u>3 500</u> kW are deployed, provided by recharging stations with an individual power output of at least 150 <u>350</u> kW.	(e) by 31 December 2030, in each urban node, or their vicinity , 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.	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 4(1a), introductory part				
176a			<p>1a. The calculation of the percentage of the length of TEN-T network referred to in points (a01) and (a02) of paragraph 1, shall be based on the following elements:</p> <p>The formula for calculating the % of lenght of the TEN-T network</p>	
176b			<p>(a) for the calculation of the denominator: the total length of the TEN-T network within the territory of the Member State;</p>	
176c			<p>(b) for the calculation of the numerator: the cumulated length of the sections of the TEN-T network between two publicly accessible recharging pools dedicated to heavy-duty vehicles; sections of the TEN-T network between two recharging pools</p>	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			that are more than 120 km apart shall not be taken into account when calculating the numerator.	
176d			1b. A single publicly accessible recharging pool dedicated to heavy-duty vehicles may be deployed along TEN-T roads for both directions of travel provided that such pool is easily accessible from both directions of travel, that appropriate signposting is deployed and that the requirements set out in paragraph 1 in terms of distance, total power output of the pool, number of points and power output of single points are complied with as for two directions of travel.	
176e			1c. By way of derogation from paragraph 1b, along TEN-T roads with a total annual average daily traffic of less than 2.000 heavy-duty vehicles and where the infrastructure cannot be justified in socio-economic	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			<p>cost-benefit terms, Member States may provide that a publicly accessible recharging pool dedicated to heavy-duty vehicles may serve both directions of travel while meeting the requirements set out in paragraph 1 in terms of distance, total power output of the pool, number of points and power output of single points applicable for a single direction of travel provided that the recharging pool is easily accessible from both directions of travel and that appropriate signposting is deployed. Member States shall notify such derogations to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.</p>	
176f			<p>1d. By way of derogation from paragraph 1, along TEN-T roads with a total annual average daily traffic of less than 2.000 heavy-duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit</p>	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			<p>terms, Member States may reduce up to 50% the total power output of a publicly accessible recharging pool dedicated to heavy-duty vehicles required pursuant to paragraph 1, provided that such recharging pool serves only one direction of travel and that the requirements set out in paragraph 1 in terms of distance, number of points and power output of single points are complied with. Member States shall notify such derogations to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.</p>	
Article 4(1e), first subparagraph				
176g			<p>1e. By way of derogation from the requirement relating to the maximum distance of 60 km between the publicly accessible recharging pools dedicated to heavy-duty vehicles set out in paragraph 1, point (a), Member States may allow a higher distance of up to 100 km for such recharging pools along roads of the TEN-T core network with a</p>	

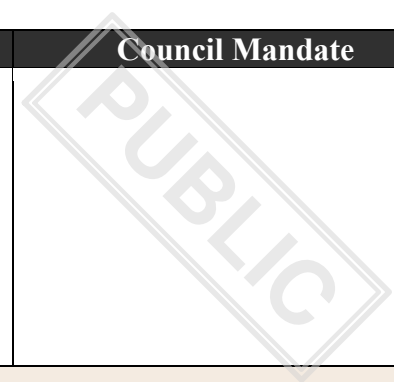
	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			total annual average daily traffic of less than 800 heavy-duty vehicles provided that appropriate signposting regarding distance between recharging stations is deployed. Member States shall notify such derogations to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.	
Article 4(1e), second subparagraph				
176h			1f. Where a derogation has been notified by a Member State pursuant to this paragraph, the requirements set out in paragraph 1, point (a), in terms of maximum distance between recharging pool shall be deemed as being met for the purposes of paragraphs 1b, 1c and 1d.	
Article 4(1f), first subparagraph				
176i			1g. By way of derogation from the requirements set out in paragraph 1, points (a01), (a02), (a) and (b) relating to the total power output of publicly	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			<p>accessible recharging pools dedicated to heavy-duty vehicles and from the requirements set out in paragraph 1, point (a) relating to the maximum distance between those pools, Cyprus may submit to the Commission a reasoned request for the authorisation to apply lower requirements in terms of level of total power output of publicly accessible recharging pools dedicated to heavy-duty vehicles and/or to apply a higher maximum distance of up to 100 km between those pools provided that such request, if authorised, will not impede the circulation of electric heavy-duty vehicles in that Member State.</p> <p>The Commission shall adopt a decision on that request, as justified, within six months. Any exemption granted pursuant to this paragraph shall be limited to a period of maximum four years, after which it shall be reviewed by the Commission upon reasoned request by Cyprus.</p>	
	Article 4(1f), second subparagraph			
176j				

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			1h. The Commission shall adopt a decision on that request, as justified, within six months. Any exemption granted pursuant to this paragraph shall be limited to a period of maximum four years, after which it shall be reviewed by the Commission upon reasoned request by Cyprus.	
176k		<u>1a. The requirements referred to in paragraph 1, points (c), (ca), (d) and (e), shall apply in addition to the requirements set out in paragraph 1, points (a) and (b).</u>		
176l		<u>1b. The Commission shall consider whether to increase the individual power output referred to in paragraph 1, points (a), (b), (d), and (e), once the common technical specifications are available and supplemented in accordance with Annex II as part of the review of this Regulation, pursuant to Article 22.</u>		

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176m		<u><i>1c. Member States shall ensure that the necessary electricity grid connection and grid capacity is provided. Therefore, Member States should, in coordination with the relevant stakeholders, carry out an analysis before 2025 in order to evaluate and plan the necessary grid reinforcements to the electricity grids.</i></u>		
Article 4(2)				
177	2. Neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	2. Neighbouring Member States shall <u><i>take the necessary measures to</i></u> ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	2. By 31 December 2030, neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) of paragraph 1 are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network. Before that date, attention shall be given to cross border sections and neighbouring Member States shall make all possible efforts to respect those maximum distances as soon as they deploy the recharging infrastructure along the cross border sections of the TEN-T network.	

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177a		<u>2a. The Commission shall take the necessary measures to ensure the cooperation with third countries, especially candidate countries and those third countries, in which transit corridors connecting Member States are situated.</u>		
177b		<u>2b. If the costs are disproportionate to the benefits, including the environmental benefits, a Member State may decide not to apply paragraph 1 and 2 of this Article to:</u>		
177c		<u>(a) outermost regions of the Union, as referred to in Article 349 of the Treaty on the Functioning of the European Union; or</u>		



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177d		<u>(b) islands that are not connected to mainland energy networks, falling under the definition of small connected systems or isolated systems according to Directive 2019/944.</u>		
Article 4(2b), point (b), first subparagraph				
177e		<u>(c) In such cases, Member States shall justify their decisions to the Commission and shall make available all relevant information in their national policy frameworks.</u>		
Article 5				
178	Article 5 Recharging infrastructure	Article 5 Recharging infrastructure	Article 5 Recharging infrastructure	Article 5 Recharging infrastructure Agreed
Article 5(1)				
179	1. Operators of publicly accessible recharging stations shall be free to purchase electricity from any Union electricity supplier, subject to the supplier's agreement.	1. Operators of publicly accessible recharging stations shall be free to purchase electricity from any Union electricity supplier, subject to the supplier's agreement.	deleted	Agreed

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	<i>Article 5(2), first subparagraph</i>			
180	2. Operators of recharging points shall, at the publicly accessible recharging points operated by them, provide end users with the possibility to recharge their electric vehicle on an ad hoc basis using a payment instrument that is widely used in the Union. To that end:	2. Operators of recharging points shall, at the publicly accessible recharging points operated by them, provide end users with the possibility to recharge their electric vehicle on an ad hoc basis using a payment instrument that is widely used in the Union. To that end:	2. Operators of recharging points shall, at the publicly accessible recharging points operated by them, provide end users with the possibility to recharge their electric vehicle on an ad hoc basis using a payment instrument that is widely used in the Union. To that end:	2. Operators of recharging points shall, at the publicly accessible recharging points operated by them, provide end users with the possibility to recharge their electric vehicle on an ad hoc basis. Agreed
	<i>Article 5(2), second subparagraph</i>			
180a			(-a) At those recharging points deployed from the date of application referred to in Article 24, ad hoc charging shall be possible using a payment instrument that is widely used in the Union. To that end, operators of recharging points shall, at those points, accept electronic payments through terminals and devices used for payment services, including at least one of the following:	(-a) At those recharging points deployed from the date of application referred to in Article 24, ad hoc charging shall be possible using a payment instrument that is widely used in the Union. To that end, operators of recharging points shall, at those points, accept electronic payments through terminals and devices used for payment services, including at least one of the following: Agreed
	<i>Article 5(2), second subparagraph, point (a)</i>			
180b				

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			(a) payment card readers;	(a) payment card readers; Agreed
	Article 5(2), second subparagraph, point (b)			
180c			(b) devices with a contactless functionality that is at least able to read payment cards;	(b) devices with a contactless functionality that is at least able to read payment cards; Agreed
	Article 5(2), second subparagraph, point (c)			
180d			(c) for publicly accessible recharging points with a power output below 50 kW, devices using an internet connection and allowing for a secure payment transaction such as those generating a specific Quick Response code.	(c) for publicly accessible recharging points with a power output below 50 kW, devices using an internet connection and allowing for a secure payment transaction such as those generating a specific Quick Response code. Agreed
	Article 5(2), point (a)			
181	(a) operators of recharging points shall, at publicly accessible recharging stations with a power output below 50 kW, deployed	(a) operators of recharging points shall, at publicly accessible recharging stations with a power output below 50 kW , deployed	deleted	deleted Agreed



	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	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:	from the date referred to in Article 24 <u>[date of entry into force of this Regulation]</u> , accept electronic payments through terminals and devices used for payment services, including at least one of the following: <u>payment card readers or devices with a contactless functionality that is at least able to read payment cards.</u> <u>Additionally, if possible, devices using an internet connection with which for instance a Quick Response code can be specifically generated and used for the payment transaction may be provided.</u>		
Article 5(2), point (a)(i)				
182	(i) payment card readers;	deleted	deleted	deleted Agreed
Article 5(2), point (a)(ii)				
183	(ii) devices with a contactless functionality that is at least able to read payment cards;	deleted	deleted	deleted Agreed

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	<i>Article 5(2), point (a)(iii)</i>			
184	(iii) devices using an internet connection with which for instance a Quick Response code can be specifically generated and used for the payment transaction;	<i>deleted</i>	<i>deleted</i>	<i>deleted</i> Agreed
	<i>Article 5(2), point (b)</i>			
185	(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:	<i>deleted</i>	<i>deleted</i>	<i>deleted</i> Agreed
	<i>Article 5(2), point (b)(i)</i>			
186	(i) payment card readers;	<i>deleted</i>	<i>deleted</i>	<i>deleted</i> Agreed
	<i>Article 5(2), point (b)(ii)</i>			
187	(ii) devices with a contactless			

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	functionality that is at least able to read payment cards.	<i>deleted</i>	<i>deleted</i>	<i>deleted</i> Agreed
<i>Article 5(2), second subparagraph</i>				
188	From 1 January 2027 onwards, operators of recharging points shall ensure that all publicly accessible recharging stations with a power output equal to or more than 50 kW operated by them comply with the requirement in point (b).	From 1 January 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) <u>requirements laid down in this paragraph.</u>	From 1 January 2027 onwards, operators of recharging points shall ensure that all publicly accessible recharging stations with points operated by them, including those points deployed before the date of application referred to in Article 24, that meet the requirements set out in Article 3(2) and have a power output equal to or more than 50 kW operated by them, comply with the requirement in point <u>requirements set out in points (a) or (b).</u> becomes the third subparagraph	From 1 January 2027 onwards, operators of recharging points shall ensure that all publicly accessible recharging points operated by them, including those points deployed before the date of application referred to in Article 24, that meet the requirements set out in Article 3(2) and have a power output equal to or more than 50 kW <u>with a power output equal to or more than 50 kW installed on and along the TEN-T road network or installed on a safe and secure parking area operated by them, including those points deployed before the date of application referred to in Article 24,</u> - comply with the requirements set out in points (a) or (b). Becomes the third subaragraph
<i>Article 5(2), new subparagraph</i>				
188a				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			<p>One payment terminal or device referred to in the second subparagraph may serve several recharging points within a recharging pool.</p> <p>becomes the fourth subparagraph</p>	<p>One payment terminal or device referred to in the second subparagraph may serve several recharging points within a recharging pool.</p> <p>Agreed</p> <p>becomes the fourth subparagraph</p>
Article 5(2), third subparagraph				
189	The requirements laid down in points (a) and (b) shall not apply to publicly accessible recharging points that do not require payment for the recharging service.	The requirements laid down in points (a) and (b) <u>this paragraph</u> shall not apply to publicly accessible recharging points that do not require payment for the recharging service.	<p>The requirements laid down in points (a) and (b) this paragraph shall not apply to publicly accessible recharging points that do not require payment for the recharging service.</p> <p>becomes the fifth subparagraph</p>	<p>The requirements laid down in this paragraph shall not apply to publicly accessible recharging points that do not require payment for the recharging service.</p> <p>Agreed</p> <p>becomes the fifth subparagraph</p>
Article 5(3)				
190	3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, ensure that end users always have the right not to make use of the automatic	3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, ensure that end users always have the right not to make use of the automatic	3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, ensure that end users always have the right not to make use of the automatic	3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, ensure that end users always have the right not to make use of the automatic

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	authentication and may either recharge their vehicle on an ad hoc basis, as provided for in paragraph 3, or use another contract-based recharging solution offered at that recharging point. Operators of recharging points shall transparently display that option and offer it in a convenient manner to the end user, at each publicly accessible recharging point that they operate and where they make available automatic authentication.	authentication and may either recharge their vehicle on an ad hoc basis, as provided for in paragraph 3, or use another contract-based recharging solution offered at that recharging point. Operators of recharging points shall transparently display that option and offer it in a convenient manner to the end user, <u>and shall ensure that e-roaming is available,</u> at each publicly accessible recharging point that they operate and where they make available automatic authentication.	authentication and may either recharge their vehicle on an ad hoc basis, as provided for in paragraph 32, or use another contract-based recharging solution offered at that recharging point. Operators of recharging points shall transparently display show that option and offer it in a convenient manner to the end user, at each publicly accessible recharging point that they operate and where they make available automatic authentication.	authentication and may either recharge their vehicle on an ad hoc basis, as provided for in paragraph 2, or use another contract-based recharging solution offered at that recharging point. Operators of recharging points shall transparently show that option and offer it in a convenient manner to the end user, at each publicly accessible recharging point that they operate and where they make available automatic authentication. Agreed
Article 5(4)				
191	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	4. <u>Operators of publicly accessible recharging points shall ensure that any mobility service provider has access to the recharging stations operated by them in a non-discriminatory manner.</u> Prices charged by operators of publicly accessible recharging points shall be reasonable <u>and affordable</u> , easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible recharging points shall not discriminate	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	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

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	proportionate manner, according to an objective justification.	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 <u>or based on contractual terms</u> .	proportionate manner, according to an objective justification.	proportionate manner, according to an objective justification. Agreed
Article 5(4a)				
191a		<u>4a. Member States shall take appropriate measures to prevent unfair practices that target consumers, including in relation to the prices set for the use of publicly accessible charging points, such as price gouging, with the overall objective of safeguarding competition on the market and consumer rights. The adoption of such measures shall be based on regular monitoring of pricing and practices of vehicle producers and recharging point operators. The Member States shall notify the Commission of the adoption of such measures by the appropriate regulatory authority.</u>		Agreed

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	Article 5(5), first subparagraph, introductory part			
192	<p>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:</p>	<p>5. Operators of recharging points shall clearly display the ad hoc price <u>per kWh</u> and all its components at all publicly accessible recharging stations operated by them so that these <u>this information is</u> 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:</p>	<p>5. Operators of recharging points shall clearly display the ad hoc price and all its components make the information on the ad hoc price available at all publicly accessible recharging stations operated by them so that these <u>this information is</u> known to end users before they initiate a recharging session. At least the following This information shall include all price components, if applicable at the charged by the operator to calculate the price of a recharging station, shall be clearly displayed: session such as price per session, price per minute or price per kWh.</p>	<p>5. Operators of recharging points <u>with a power output of less than 50 kW</u> shall clearly <u>and easily make available</u> make the information on the ad hoc price, <u>including all its price components,</u> available at all publicly accessible recharging stations operated by them so that this information is known to end users before they initiate a recharging session. This information shall include all and <u>price comparison is facilitated.</u> <u>The applicable</u> price components charged by the operator to calculate the <u>shall be presented in the following order:</u></p> <ul style="list-style-type: none"> - <u>price per kWh;</u> - <u>price per minute;</u> - <u>price per session and</u> - <u>any other price component(s) that may apply.</u> <p><u>Operators of recharging points may also charge fees that are additional to the price for the</u> of a recharging session. <u>Such fees shall be made clearly and easily available to end users before they initiate a recharging session</u> such as price per session, price per</p>

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				<i>minute or price per kWh.</i>
Article 5(5), second subparagraph				
192a			<p>- With respect to publicly accessible recharging points with a power output equal to or more than 50 kW, deployed from the date of application referred to in Article 24 and with respect to those recharging points referred to in the third subparagraph of paragraph 2, this information shall be clearly shown at the recharging station.</p>	<p>- With respect to publicly accessible recharging points with a power output equal to or more than 50 kW, deployed from the date of application referred to in Article 24 and with respect to those recharging points referred to in the third subparagraph of paragraph 2, this information shall be clearly shown at the recharging station.</p>
Article 5(5), first indent				
193	- price per session,	<i>deleted</i>	<p><i>deleted</i></p> <p><i>integrated in the first subparagraph of this paragraph (row 192)</i></p>	Agreed
Article 5(5), second indent				
194	- price per minute,	<i>deleted</i>	<p><i>deleted</i></p> <p><i>integrated in the first subparagraph of this</i></p>	Agreed


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			paragraph (row 192)	
Article 5(5), third indent				
195	- price per kWh.	deleted	deleted integrated in the first subparagraph of this paragraph (row 192)	Agreed
Article 5(6)				
196	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	6. Prices charged by mobility service providers to end users shall be reasonable <u>and affordable</u> , 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 <u>displaying</u> the price components <u>per kWh</u> charged by the operator of <u>the</u> recharging point, applicable e-roaming costs and other fees or charges applied by the mobility service provider. The fees shall be reasonable <u>and affordable</u> , transparent and non-	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 all the price components charged by the operator of recharging point, including 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	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 all the price components, including 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.

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	for cross-border e-roaming shall be applied.	discriminatory. No extra charges for cross-border e-roaming shall be applied.	for cross-border e-roaming shall be applied.	Agreed
Article 5(6a)				
196a				<p><u>6a. Member States shall ensure that their authorities regularly monitor the recharging infrastructure market, in particular monitor the compliance of operators of recharging points and mobility service providers with paragraphs 4 and 6. Member States shall also seek to ensure that their authorities regularly monitor possible unfair commercial practices affecting consumers.</u></p> <p>Agreed</p>
Article 5(6b)				
196b		<p><u>6a. Operators of smart or bi-directional recharging points shall make available information that they receive from transmission system operators, electricity suppliers, or via their own electricity production, on the share of renewable electricity in</u></p>		<p>Commission explained: this is only possible for charging stations that offer 100% of renewable electricity</p> <p>Agreed</p>

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		<u>the transmission system and the associated greenhouse gas emissions. That information shall be made available in regular real time intervals, it shall be accompanied by forecasting, where available, and, where applicable, the terms of the contract with the electricity provider shall apply.</u>		
Article 5(7)				
197	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.	7. From the date referred to in Article 24 <u>[date of entry into force of this Regulation]</u> , operators of recharging points shall ensure that all <u>newly built or renovated</u> publicly accessible recharging points operated by them are digitally-connected, <u>include e-roaming functionality and their location and status are easily visible online</u> recharging points .	7. From No later than 1 year after the date of application as 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.	7. No later than 1 year <u>6 months</u> after the date of application as 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. Agreed
Article 5(8)				
198	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	8. From the date referred to in Article 24 <u>[date of entry into force of this Regulation]</u> , operators of recharging points shall ensure that all <u>newly built or renovated</u>	8. From the date referred to in Article 24 , Operators of recharging points shall ensure that all publicly accessible normal power recharging points built or	8. <u>No later than 6 months after the date of application as referred to in Article 24</u> , operators of recharging points shall ensure that all publicly accessible normal

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	are capable of smart recharging.	publicly accessible normal power recharging points operated by them are capable of smart recharging.	renovated after the date of application referred to in Article 24 operated by them are capable of smart recharging.	power recharging points <u>newly</u> built or renovated after the date of application referred to in Article 24 operated by them are capable of smart recharging. Agreed
Article 5(8a)				
G	198a	<u>8a. Operators of publicly accessible recharging points shall ensure that:</u>		Agreed
Article 5(8a), point (a)				
G	198b	<u>(a) the recharging stations operate in a proper condition throughout their commercial lifetime and that the functionalities set out in paragraphs 2 to 5 are always available to end users, with regular m Maintenance and repair operations being executed as soon as any malfunction is detected;</u>		Agreed
Article 5(8a), point (b)				
G	198c	<u>(b) all publicly accessible</u>		

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		<u>recharging points operated by them comply with provisions of directive (EU) 2016/1148 of the European Parliament and of the Council of 6 July 2016 concerning measures for a high common level of security of network and information systems across the Union.</u>		Agreed
Article 5(9)				
199	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.	9. <u>From [date of entry into force of this Regulation],</u> 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. <u>Signposting shall also be deployed at an appropriate distance on the TEN-T road network leading up to parking and rest areas where such alternative fuels infrastructure is installed.</u>	deleted	<u>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.</u> Agreed
Article 5(9a)				
199a				

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		<u>9a. Member States shall encourage operators to take necessary measures to offer standardised and fully interoperable information systems providing information about the availability of recharging points. Such systems shall be precise, user-friendly and operable in the official language(s) of the Member State and in English.</u>		Agreed
Article 5(10)				
200	10. Operators of publicly accessible recharging points shall ensure that all direct current (DC) publicly accessible recharging points operated by them have a fixed recharging cable installed.	10. Operators of publicly accessible recharging points shall ensure that all direct current (DC) publicly accessible recharging points operated by them have a fixed recharging cable installed.	10. No later than 1 year after the date of application as referred to in Article 24, the operators of publicly accessible recharging points shall ensure that all direct current (DC) publicly accessible recharging points operated by them have a fixed recharging cable installed.	10. No later than 1 year after the date of application as referred to in Article 24, the operators of publicly accessible recharging points shall ensure that all direct current (DC) publicly accessible recharging points operated by them have a fixed recharging cable installed. Agreed
Article 5(11)				
201	11. Where the operator of a recharging point is not the owner of that point, the owner shall make available to the operator, in	11. Where the operator of a recharging point is not the owner of that point, the owner shall make available to the operator, in	11. Where the operator of a recharging point is not the owner of that point, the owner shall make available to the operator, in	11. Where the operator of a recharging point is not the owner of that point, the owner shall make available to the operator, in

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	accordance with the arrangements between them, a recharging point with the technical characteristics which enable the operator to comply with the obligation set out in paragraphs 1, 3, 7, 8 and 10.	accordance with the arrangements between them, a recharging point with the technical characteristics which enable the operator to comply with the obligation set out in paragraphs 1, 3, 7, 8 and 10.	accordance with the arrangements between them, a recharging point with the technical characteristics which enable the operator to comply with the obligation set out in paragraphs 1, 3, 7, 8 and 10.	accordance with the arrangements between them, a recharging point with the technical characteristics which enable the operator to comply with the obligation set out in paragraphs 3, 7, 8 and 10. Agreed
Article 5(11a)				
201a		<u>11a. Operators of publicly accessible recharging points shall ensure that the necessary contact information for local emergency services is clearly displayed at charging stations.</u>	Agreed	
Article 5(11b)				
201b		<u>11b. At unattended charging stations, Member States shall facilitate the installation of camera surveillance systems and an emergency call button for immediate contact with local emergency services.</u>	Agreed	Might have a bigger impact than initially considered
Article 6				
202	Article 6	Article 6	Article 6	Article 6

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	Targets for hydrogen refuelling infrastructure of road vehicles	Targets for hydrogen refuelling infrastructure of road vehicles	Targets for hydrogen refuelling infrastructure of road vehicles	Targets for hydrogen refuelling infrastructure of road vehicles
Article 6(1), first subparagraph , introductory part				
203	1. Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December 2030.	1. Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December 2030 <u>2027</u> .	1. Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December 2030.	
Article 6(1), second subparagraph				
204	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.	To that end Member States shall ensure that by 31 December 2030 <u>2027</u> 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 <u>100</u> 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 <u>400</u> km in-between them.	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 <u>200</u> 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.	
Article 6(1), third subparagraph				

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205	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.	They shall ensure that by 31 December 2030 , 2027 at least one publicly accessible hydrogen refuelling station is deployed in each urban node. An analysis on the best location shall be carried out for such refuelling stations that shall in particular consider the deployment of such stations in multimodal hubs where also other transport modes could be supplied.	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 by Member States for such refuelling stations that and shall in particular consider the deployment of such stations in urban nodes or their vicinity, or in multimodal hubs where also other transport modes could be supplied.	
205a		<u><i>1a. Member States shall publish a detailed list of multimodal transport hubs, industrial clusters and ports suitable for the deployment of hydrogen refuelling stations by 31 December 2024.</i></u>		
Article 6(2)				
206	2. Neighbouring Member States shall ensure that the maximum distance referred to in paragraph 1, second subparagraph is not exceeded for cross-border sections	2. Neighbouring Member States shall <u>take the necessary measures to</u> ensure that the maximum distance referred to in paragraph 1, second subparagraph is not	2. Neighbouring Member States shall ensure that the maximum distance referred to in paragraph 1, second subparagraph is not exceeded for cross-border sections	

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	of the TEN-T core and the TEN-T comprehensive network.	exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	of the TEN-T core and the TEN-T comprehensive network.	
Article 6(3)				
207	3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.	3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.	3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.	
207a		<u><i>3a. If the costs are disproportionate to the benefits, including the environmental benefits, Member States may decide not to apply paragraph 1 of this Article to: (a) outermost regions of the Union, as referred to in Article 349 of the Treaty on the Functioning of the European Union; or (b) islands that are not</i></u>		



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		<u>connected to mainland energy networks, falling under the definition of small connected systems or isolated systems according to Directive 2019/944, In such cases, Member States shall justify their decisions to the Commission and shall make available all relevant information in their national policy frameworks.</u>		
207b		<u>3b. The Commission shall take the necessary measures to ensure cooperation with third countries, especially candidate countries and those third countries in which transit corridors connecting Member States are situated.</u>		
Article 7				
208	Article 7 Hydrogen refuelling infrastructure	Article 7 Hydrogen refuelling infrastructure	Article 7 Hydrogen refuelling infrastructure	Article 7 Hydrogen refuelling infrastructure <div>Agreed</div>
Article 7(1), first subparagraph				
209				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	1. From the date referred to in Article 24 all operators of publicly accessible hydrogen refuelling stations operated by them shall provide for the possibility for end users to refuel on an ad hoc basis using a payment instrument that is widely used in the Union. To that end, operators of hydrogen refuelling stations shall ensure that all hydrogen refuelling stations operated by them accept electronic payments through terminals and devices used for payment services, including at least one of the following:	1. From the date referred to in Article 24 <u>[date of entry into force of this Regulation]</u> 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: payment card readers or contactless devices that are able to read payment cards.	1. From the date referred to in Article 24 all operators of Operators of hydrogen refuelling stations shall, at the publicly accessible hydrogen refuelling stations operated by them shall provide for the possibility for end users with the possibility to refuel on an ad hoc basis. Ad hoc refuelling shall be possible at all publicly accessible hydrogen refuelling stations using a payment instrument that is widely used in the Union. To that end, operators of hydrogen refuelling those 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:	1. Operators of hydrogen refuelling stations shall, at the publicly accessible refuelling stations operated by them provide end users with the possibility to refuel on an ad hoc basis. Ad hoc refuelling shall be possible at all publicly accessible hydrogen refuelling stations using a payment instrument that is widely used in the Union. To that end, operators of those stations shall accept electronic payments through terminals and devices used for payment services, including at least one of the following: Agreed
	Article 7(1), first subparagraph, point (a)			
210	(a) payment card readers;	<i>deleted</i>	(a) payment card readers;	(a) payment card readers; Agreed
	Article 7(1), first subparagraph, point (b)			

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211	(b) devices with a contactless functionality that is at least able to read payment cards.	<i>deleted</i>	(b) devices with a contactless functionality that is at least able to read payment cards.	(b) devices with a contactless functionality that is at least able to read payment cards. Agreed
Article 7(1), new subparagraph				
211a			The requirements set out in this paragraph shall apply from the date of application referred to in Article 24 for those publicly accessible refuelling stations deployed after that date. For publicly accessible refuelling stations deployed before that date, those requirements shall apply from 6 months after that date.	The requirements set out in this paragraph shall apply from the date of application referred to in Article 24 for those publicly accessible refuelling stations deployed after that date. For publicly accessible refuelling stations deployed before that date, those requirements shall apply from 6 months after that date. Agreed
Article 7(1), second subparagraph				
212	Where the operator of the hydrogen refuelling point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, hydrogen refuelling points with the technical characteristics which	Where the operator of the hydrogen refuelling point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, hydrogen refuelling points with the technical characteristics which	Where the operator of the hydrogen refuelling point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, hydrogen refuelling points with the technical characteristics which	Where the operator of the hydrogen refuelling point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, hydrogen refuelling points with the technical characteristics which

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	enable the operator to comply with the obligation set out in this paragraph.	enable the operator to comply with the obligation set out in this paragraph.	enable the operator to comply with the obligation set out in this paragraph.	enable the operator to comply with the obligation set out in this paragraph. Agreed
Article 7(1), second subparagraph				
212a		<u>1a. Member States shall encourage operators to offer standardised and fully interoperable information systems providing information about the availability of refuelling points. Such systems shall be precise, user-friendly and operable in the official language(s) of the Member State and in English.</u>		Agreed
Article 7(2)				
213	2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service	2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service	2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service	2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogy (27/3)
	providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated according to an objective justification.	providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated according to an objective justification.	providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated according to an objective justification.	providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated according to an objective justification. Agreed
Article 7(3)				
214	3. Operators of hydrogen refuelling points shall make price information available before the start of a refuelling session at the refuelling stations operated by them.	3. Operators of hydrogen refuelling points shall make price information available before the start of a refuelling session at the refuelling stations operated by them. <u>They shall clearly display the ad hoc price and all its components at all publicly accessible refuelling stations operated by them so that these are known to end users before a refuelling session is initiated. The price per kg shall be clearly displayed.</u>	3. Operators of hydrogen refuelling points shall make price information available before the start of a refuelling session at the refuelling stations operated by them.	3. Operators of hydrogen refuelling points shall make <u>price clearly show the</u> information available on the ad hoc price per kg before the start of a refuelling session at the <u>publicly accessible</u> refuelling stations operated by them. <u>so that this information is known to end users before they initiate a refuelling session.</u> Agreed
Article 7(4)				
215	4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis,	4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis,	4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis,	4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis,

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	including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling point, applicable e-roaming costs and other fees or charges applied by the mobility service provider.	including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging refuelling session, and specific to their intended recharging refuelling session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling point, applicable e-roaming costs and other fees or charges applied by the mobility service provider.	including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging refuelling session, and specific to their intended recharging refuelling session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling point, applicable e-roaming costs and other fees or charges applied by the mobility service provider.	including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the refuelling session, and specific to their intended refuelling session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling point, applicable e-roaming costs and other fees or charges applied by the mobility service provider. Agreed
Article 8				
216	Article 8 LNG infrastructure for road transport vehicles	Article 8 LNG infrastructure for road transport vehicles	Article 8 LNG Infrastructure for liquefied methane for road transport vehicles	Article 8 Infrastructure for liquefied methane for road transport vehicles Agreed
Article 8, first paragraph				

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217	Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.	Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.	Member States shall ensure– until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNGliquefied methane are put in place, at least along the TEN-T core network, in order to allow LNG-heavy-duty motor vehicles using liquefied methane to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.	Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for liquefied methane are put in place, at least along the TEN-T core network, in order to allow heavy-duty motor vehicles using liquefied methane to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits. Agreed
Article 9				
218	Article 9 Targets for shore-side electricity supply in maritime ports	Article 9 Targets for shore-side electricity supply in maritime ports	Article 9 Targets for shore-side electricity supply in maritime ports	Article 9 Targets for shore-side electricity supply in maritime ports Agreed
Article 9(1)				
219	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,	1. Member States shall ensure that a minimum shore-side electricity supply for seagoing container and passenger ships is provided in <u>TEN-T core and comprehensive</u>	1. Member States shall ensure that a minimum shore-side electricity supply for seagoing container ships and seagoing and-passenger ships is provided in TEN-T	1. Member States shall ensure that a minimum shore-side electricity supply for seagoing container ships and seagoing passenger ships is provided in TEN-T maritime ports.

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	Member States shall take the necessary measures to ensure that by 1 January 2030:	maritime ports. To that end, <u>and in full alignment with Article 5, (1) and (2) of Regulation XXXX-XXX [FuelEU Maritime]</u> , Member States shall, <u>in cooperation with the managing body or the competent authority</u> , take the necessary measures to ensure that by 1 January 2030:	maritime ports. To that end, Member States shall take the necessary measures to ensure that by 1 January 2030:	To that end, Member States shall take the necessary measures to ensure that by 1 January 2030: Agreed
Article 9(1), point (a)				
220	(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;	(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;	(a) TEN-T core and TEN-T comprehensive maritime ports, for which the whose average annual number of port calls of ships that are moored at the quayside over the last three years by seagoing container ships above 5000 gross tonnes, in the previous three years, is above 50 have sufficient is above 100, are equipped to provide each year shore-side power output to meet electricity supply for at least 90% of the total number of port calls of seagoing container ships above 5000 gross tonnes that are moored at the quayside at the maritime port concerned that demand;	(a) TEN-T core and TEN-T comprehensive maritime ports, for which the average annual number of port calls of ships that are moored at the quayside, <u>averaged</u> over the last three <u>3</u> years, by seagoing container ships above 5000 gross tonnes is above 100, are equipped to provide each year shore-side electricity supply for at least 90% of the total number of port calls of seagoing container ships above 5000 gross tonnes that are moored at the quayside at the maritime port concerned;

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 9(1), point (b)				
221	(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;	(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;	(b) TEN-T core and TEN-T comprehensive maritime ports, for which the whose average annual number of port calls of ships that are moored at the quayside over the last three years by seagoing ro-ro passenger ships above 5000 gross tonnes and seagoing and high-speed passenger craft above 5000 gross tonnes, in the previous three years, is above 40 have sufficient is above 40, are equipped to provide each year shore-side power output to satisfy electricity supply for at least 90% of the total number of port calls of seagoing ro-ro passenger ships above 5000 gross tonnes and seagoing high-speed passenger crafts above 5000 gross tonnes that are moored at the quayside at the maritime port concerned that demand;	(b) TEN-T core and TEN-T comprehensive maritime ports, for which the average annual number of port calls of ships that are moored at the quayside, <u>averaged</u> over the last three <u>3</u> years, by seagoing ro-ro passenger ships above 5000 gross tonnes and seagoing high-speed passenger crafts above 5000 gross tonnes is above 40, are equipped to provide each year shore-side electricity supply for at least 90% of the total number of port calls of seagoing ro-ro passenger ships above 5000 gross tonnes and seagoing high-speed passenger crafts above 5000 gross tonnes that are moored at the quayside at the maritime port concerned; Agreed
Article 9(1), point (c)				
222	(c) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years	(c) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years	(c) TEN-T core and TEN-T comprehensive maritime ports, for which the whose average annual number of port calls of ships that	(c) TEN-T core and TEN-T comprehensive maritime ports, for which the average annual number of port calls of ships that are

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	by passenger ships other than ro-ro passenger ships and high-speed passenger craft above 5000 gross tonnes, in the previous three years, is above 25 have sufficient shore-side power output to meet at least 90% of that demand.	by passenger ships other than ro-ro passenger ships and high-speed passenger craft above 5000 gross tonnes, in the previous three years, is above 25 have sufficient shore-side power output to meet at least 90% of that demand.	are moored at the quayside over the last three years by seagoing passenger ships above 5000 gross tonnes other than seagoing ro-ro passenger ships and seagoing high-speed passenger craft is above 5000 gross tonnes, in the previous three years, is 25, are equipped to provide each year shore-side electricity supply for at least 90% of the total number of port calls of seagoing passenger ships above 25 have sufficient shore-side power output to meet at least 90% of that demand 5000 gross tonnes other than seagoing ro-ro passenger ships and seagoing high-speed passenger craft that are moored at the quayside at the maritime port concerned.	moored at the quayside, <u>averaged</u> over the last three 3 years, by seagoing passenger ships above 5000 gross tonnes other than seagoing ro-ro passenger ships and seagoing high-speed passenger craft is above 25, are equipped to provide each year shore-side electricity supply for at least 90% of the total number of port calls of seagoing passenger ships above 5000 gross tonnes other than seagoing ro-ro passenger ships and seagoing high-speed passenger craft that are moored at the quayside at the maritime port concerned. Agreed
Article 9(1a)				
222a		<u>1a. Member States shall ensure that sufficient grid infrastructure and capacity, power reserve and frequency conversion is made available to meet the requirements set out in paragraph 1, points (a), (b) and (c).</u>		Agreed
Article 9(2)				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
223	2. For the determination of the number of port calls the following port calls shall not be taken into account:	2. For the determination of the number of port calls <u>and in full alignment with Article 5(3) of Regulation XXXX-XXX [FuelEU Maritime]</u> , the following port calls shall not be taken into account:	2. The port calls of ships referred to in Article 5(3), a), b), c), da)¹ and f) of [FuelEU Maritime] shall not be taken into account for the determination of the purposes of determining the total number of port calls the following port calls shall not be taken into account: of ships that are moored at the quayside at the port concerned under paragraph 1. 1. Subparagraph (da) in Article 5(3) of the FuelEU Maritime proposal reads as follows: (da) that are unable to connect to on-shore power supply because exceptionally the electrical grid stability is at risk, due to insufficient available shore-power to satisfy the ship's required electrical power demand at berth	2. The port calls of ships referred to in Article 5(3), a), b), c), da) ¹ and f) of [FuelEU Maritime] shall not be taken into account for the purposes of determining the total number of port calls of ships that are moored at the quayside at the port concerned under paragraph 1. 1. Subparagraph (da) in Article 5(3) of the FuelEU Maritime proposal reads as follows: (da) that are unable to connect to on-shore power supply because exceptionally the electrical grid stability is at risk, due to insufficient available shore-power to satisfy the ship's required electrical power demand at berth Agreed
Article 9(2), point (a)				
224	(a) port calls that are at berth for less than two hours, calculated on the basis of hour of departure and arrival monitored in accordance with Article 14 of the proposal for a Regulation COM(2021)562;	(a) port calls that are at berth for less than two hours, calculated on the basis of hour of departure and arrival monitored in accordance with Article 14 of the proposal for a Regulation COM(2021)562;	deleted	Agreed
Article 9(2), point (aa)				

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G	224a	<u>(aa) port calls estimated to be at berth for less than two hours which were prevented from departing within that timeframe due to events that could not be foreseen when entering the port and that were clearly outside the operator's control or responsibility;</u>		Agreed
Article 9(2), point (b)				
G	225	(b) port calls by ships that use zero-emission technologies, as specified in Annex III of the proposal for a Regulation COM(2021)562;	deleted	Agreed
Article 9(2), point (c)				
G	226	(c) unscheduled port calls for reasons of safety or saving life at sea.	deleted	Agreed
Article 9(2), point (ca)				
G	226a	<u>(ca) several short port calls to load and unload at different berths in the same port, not surpassing the time limit specified</u>		Agreed

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		<u>in point (a);</u>		
	Article 9(3)			
G 227	3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island which is not connected directly to the electricity grid, paragraph 1 shall not apply, until such a connection has been completed or there is a sufficient locally generated capacity from clean energy sources.	3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island <u>or in an outermost region of the Union as referred to in Article 349 TFEU,</u> which is not connected directly to the electricity grid, paragraph 1 shall not apply, until such a connection has been completed or there is a sufficient locally generated capacity from clean energy sources.	3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island, in an outermost region as referred to in Article 349 of the Treaty on the Functioning of the European Union or on the territory of Ceuta and Melilla, which is not connected directly to the electricity grid of the mainland, or in case of an outermost region or of Ceuta and Melilla to the electricity grid of a neighbouring country, paragraph 1 shall not apply, until such a connection has been completed or there is a sufficient locally generated electricity capacity from clean non-fossil energy sources to cover the needs of the island, the outermost region or of Ceuta and Melilla.	3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island, in an outermost region as referred to in Article 349 of the Treaty on the Functioning of the European Union or on the territory of Ceuta and Melilla, which is not connected directly to the electricity grid of the mainland, or in case of an outermost region or of Ceuta and Melilla to the electricity grid of a neighbouring country, paragraph 1 shall not apply, until such a connection has been completed or there is a sufficient locally generated electricity capacity from non-fossil energy sources to cover the needs of the island, the outermost region or of Ceuta and Melilla. Agreed
	Article 9(3a)			
G 227a		<u>3a. Without prejudice to</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>paragraph 3, paragraph 1 shall not apply to the territory of Ceuta and Melilla until a connection directly to the electricity grid of the mainland, or to that of a neighbouring country, has been completed, or there is sufficient locally generated capacity from clean energy sources.</u>		Agreed
	Article 10			
228	Article 10 Targets for shore-side electricity supply in inland waterway ports	Article 10 Targets for shore-side electricity supply in inland waterway ports	Article 10 Targets for shore-side electricity supply in inland waterway ports	Article 10 Targets for shore-side electricity supply in inland waterway ports Agreed
	Article 10, first paragraph			
229	Member States shall ensure that:	Member States shall ensure that:	Member States shall ensure that:	Member States shall ensure that: Agreed
	Article 10, first paragraph, point (a)			
230	(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	(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	(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	(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

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	January 2025;	January 2025;	January 2025;	January 2025; Agreed
Article 10, first paragraph, point (b)				
231	(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 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 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 installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T comprehensive inland waterway ports by 1 January 2030. Agreed
Article 10, first paragraph, point (ba)				
231a		<u>(ba) sufficient grid capacity and connection, power reserve and frequency conversion to the ports are available.</u>		Agreed
Article 11				
232	Article 11 Targets for supply of LNG in maritime ports	Article 11 Targets for supply of LNG, <u>ammonia and hydrogen</u> in maritime ports	Article 11 Targets for supply of LNG liquefied methane in maritime ports	Article 11 Targets for supply of liquefied methane in maritime ports Agreed
Article 11(1)				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
233	1. Member States shall ensure that an appropriate number of refuelling points for LNG are put in place at TEN-T core maritime ports referred to in paragraph 2, to enable seagoing ships to circulate throughout the TEN-T core network by 1 January 2025. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T core network.	1. Member States shall ensure that an appropriate number of refuelling points for LNG, <u>ammonia and hydrogen</u> are put in place at TEN-T core maritime ports—referred to in paragraph 2, to <u>meet market demand both in the short and long term for such fuels and</u> enable seagoing ships to circulate throughout the TEN-T core network by 1 January 2025. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T core network.	1. Member States shall ensure that an appropriate number of refuelling points for LNG liquefied methane are put in place at TEN-T core maritime ports—referred to in paragraph 2, to enable seagoing ships to circulate throughout the TEN-T core network by 1 January 2025. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T core network.	1. Member States shall ensure that an appropriate number of refuelling points for liquefied methane 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. Agreed
Article 11(2)				
234	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.	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 <u>port development, existing LNG supply points and</u> actual market needs and developments, <u>as well as their obligations in relation to the Union climate neutrality objective</u> .	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 liquefied methane referred to in paragraph 1, also taking into consideration actual market needs and developments.	2. Member States shall designate in their national policy frameworks TEN-T core maritime ports that shall provide access to the refuelling points for liquefied methane referred to in paragraph 1, also taking into consideration <u>port development, existing liquefied methane supply points and</u> actual market needs <u>demand, both in the short and long term</u> , and developments.

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				Agreed
Article 12				
235	Article 12 Targets for supply of electricity to stationary aircraft	Article 12 Targets for supply of electricity to stationary aircraft	Article 12 Targets for supply of electricity to stationary aircraft	Article 12 Targets for supply of electricity to stationary aircraft Agreed
Article 12(1)				
236	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:	1. Member States shall ensure that airport managing bodies <u>and suppliers of ground handling services</u> of all TEN-T core and comprehensive network airports ensure the provision of electricity supply to stationary aircraft by:	1. Member States shall ensure that airport managing bodies of , at all TEN-T core and comprehensive network airports ensure , the provision of electricity supply to stationary aircraft is ensured by:	1. Member States shall ensure that, at all TEN-T core and comprehensive network airports, the provision of electricity supply to stationary aircraft is ensured by: Agreed
Article 12(1), point (a)				
237	(a) 1 January 2025, at all gates used for commercial air transport operations;	(a) 1 January 2025, at all gates used for commercial air transport operations;	(a) 1 January 2025, at all gates aircraft contact stands used for commercial air transport operations;	(a) 1 January 2025, at all aircraft contact stands used for commercial air transport operations <u>to embark or disembark passengers and/or to load or unload goods</u> ; Agreed
Article 12(1), point (b)				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
238	(b) 1 January 2030, at all outfield posts used for commercial air transport operations.	(b) 1 January 2030, at all outfield posts used for commercial air transport operations.	(b) 1 January 2030, at all outfield posts aircraft remote stands used for commercial air transport operations.	(b) 1 January 2030, at all aircraft remote stands used for commercial air transport operations <u>to embark or disembark passengers and/or to load or unload goods.</u> Agreed
Article 12(1a)				
238a			1a. Member States may exempt airports of the TEN-T network, with less than 10 000 commercial flight movements per year, in the last three years, from the obligation to provide electricity to stationary aircraft at all remote stands.	1a. Member States may exempt airports of the TEN-T network, with less than 10 000 commercial flight movements per year, in <u>averaged over</u> the last three <u>3</u> years, from the obligation to provide electricity to stationary aircraft at all remote stands. Agreed
Article 12(1b)				
238b		<u>1a. However, paragraph 1(a) and (b) shall not apply to short-term parking positions, for the de-icing of aircraft, parking positions in military areas and parking positions for general air traffic (below 5,7 to MTOW).</u>		<u>1b. Paragraph 1 shall not apply to specially dedicated de-icing stands, stands inside designated military areas and stands specially dedicated to general aviation aircraft below 5.7t MTOW.</u> Agreed

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	Article 12(2)			
G	239	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.	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 without using fossil fuels.	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 without using fossil fuels. Agreed
	Article 12(2a)			
G	239a	<u>2a. By way of derogation from paragraph 1 (a) and (b), where the airport of the TEN-T core network or the TEN-T comprehensive network is located on an island which is not connected directly to the electricity grid, or in an outermost region, that paragraph shall not apply until such a connection has been completed or there is sufficient locally generated capacity from clean energy sources, or if the costs are disproportionate to the benefits, including environmental benefits.</u>		Agreed

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 12(2b)				
239b		<u>2b. Member States shall ensure that airport managing bodies or ground handling service suppliers of TEN-T core network airports provide preconditioned air systems.</u>		Agreed
Article 12a				
239c		<u>Article 12a</u> <u>Infrastructure targets for railway lines</u>		<u>Article 12a</u> <u>Railway infrastructure</u>
Article 12a(1)				
239d		<u>1. Member States shall ensure the provision of sufficient infrastructure to enable railway lines across the Union to meet the electrification objectives of Regulation (EU) No 1315/2013 [TEN T Regulation].</u>		<u>1. For railway infrastructure that is not covered by Regulation (EU) No 1315/2013, Member States shall assess the development of alternative fuel technologies and propulsion systems for rail sections that cannot be fully electrified for technical or cost-efficiency reasons, such as hydrogen or battery-electric train and, if relevant, any refuelling and recharging infrastructure needs.</u>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 12a(2)				
239e		<p><u>2. Where the direct electrification of railway lines is not possible, including for reasons linked to the cost-efficiency of the service, Member States shall ensure that an appropriate number of charging stations for battery-powered trains, and hydrogen refuelling stations for rail, are put in place. To that end, Member States shall ensure that, along the TEN-T core and comprehensive networks, recharging stations for battery-powered trains and refuelling stations for hydrogen trains are deployed in each direction of travel in sections for which electrification is not provided for in Regulation (EU) No 1315 2013 [TEN T Regulation].</u></p>		
Article 12a(3)				
239f		<p><u>3. Member States shall ensure that, when decisions are taken on the necessary infrastructure to be deployed in order to comply with paragraph 2, the 'energy efficiency first' principle is fully</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>taken into account.</u>		
Article 12a(4)				
239g		<u>4. Prior to deployment, Member States shall carry out an analysis of the best location for such stations. In doing so, Member States shall consider, in particular, the deployment of stations in urban nodes and multimodal hubs where other transport modes could also be integrated.</u>		
Article 13				
240	Article 13 National policy frameworks	Article 13 National policy frameworks	Article 13 National policy frameworks	Article 13 National policy frameworks
Article 13(1)				
241	1. By 1 January 2024, each Member State shall prepare and send to the Commission a draft national policy framework for the development of the market as regards alternative fuels in the transport sector and the deployment of the relevant infrastructure.	1. By 1 January 2024, each Member State shall prepare, <u>in coordination with national, regional and local authorities,</u> and send to the Commission a draft national policy framework for the development of the market as regards alternative fuels in the transport sector and the	1. By 1 January 2024, each Member State shall prepare and send to the Commission a draft national policy framework for the development of the market as regards alternative fuels in the transport sector and the deployment of the relevant infrastructure.	1. By 1 January 2024 <u>2025</u> , each Member State shall prepare and send to the Commission a draft national policy framework for the development of the market as regards alternative fuels in the transport sector and the deployment of the relevant infrastructure.

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		deployment of the relevant infrastructure.		
Article 13(1) / point (a)				
242	That national policy framework shall contain at least the following elements:	That national policy framework shall contain at least the following elements:	(a) That The national policy framework shall contain at least the following elements:	(a) The national policy framework shall contain at least the following elements:
Article 13(1), point (a) / point (a)(i)				
243	(a) an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure, considering intermodal access of alternative fuels infrastructure and, where relevant, cross-border continuity;	(a) an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure, considering intermodal access of alternative fuels infrastructure and, where relevant, cross-border continuity <u>and mobility and accessibility between islands and outermost regions, as well as between them and the mainland;</u>	(a) (i) an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure, considering intermodal access of alternative fuels infrastructure and, where relevant, cross-border continuity;	(i) an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure, considering intermodal access of alternative fuels infrastructure and, where relevant, cross-border continuity, <u>and the development of alternative fuels infrastructure on islands and in outermost regions;</u>
Article 13(1), point (aa)				
243a		<u>(aa) an assessment of how measures are implemented in full accordance with the energy efficiency first principle; Member</u>		

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		<u>States shall provide an account for how the 'energy efficiency first' principle has been applied when making planning and investment decisions related to the deployment of recharging and refuelling infrastructure of alternative fuels;</u>		
Article 13(1), point (ab)				
243b		<u>(ab) an assessment of the current state and future development of grid connections and capacity, including any improvements and resilience measures needed, as well as the required financing;</u>		
Article 13(1), point (ac)				
243c		<u>(ac) an assessment of the prospects of changes in the amount of electricity available to the transport sector, as well as its sources;</u>		
Article 13(1), point (b) / point (a)(ii)				
244	(b) national targets and objectives pursuant to Articles 3, 4, 6, 8, 9, 10, 11 and 12 for which mandatory	(b) national targets and objectives pursuant to Articles 3, 4, 6, 8, 9, 10, 11, <u>12 and 12a</u> and 12 for	(b) (ii) national targets and objectives pursuant to Articles 3, 4, 6, 8, 9, 10, 11 and 12 for which	(ii) national targets and objectives pursuant to Articles 3, 4, 6, 8, 9, 10, 11 and 12 for which mandatory

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	national targets are set out in this Regulation;	which mandatory national targets are set out in this Regulation;	mandatory national targets are set out in this Regulation;	national targets are set out in this Regulation;
Article 13(1), point (c)				
245	(c) national targets and objectives for the deployment of alternative fuels infrastructure related to points (l), (m), (n), (o) and (p) of this paragraph for which no mandatory targets are set out in this Regulation;	(c) national targets and objectives for the deployment of alternative fuels infrastructure related to points (l), (l a), (m), (n), (o), (p), (p a) and (p b) of <u>(p), (p a) and (p b) of</u> and (p) of this paragraph for which no mandatory targets are set out in this Regulation;	Moved to row 258a	Moved to row 258a
Article 13(1), point (d) / point (a)(iii)				
246	(d) policies and measures necessary to ensure that the mandatory targets and objectives referred to in points (b) and (c) of this paragraph are reached;	(d) policies and measures necessary to ensure that the mandatory targets and objectives referred to in points (b) and (c) of this paragraph are reached;	(d)(iii) (iii) policies and measures necessary to ensure that the mandatory targets and objectives referred to in points (b) and (c) <u>point 2</u> of this paragraph are reached;	(iii) policies and measures necessary to ensure that the mandatory targets and objectives referred to in point 2 <u>point 2(ii)</u> of this paragraph are reached;
Article 13(1), point (e) / point (a)(iv)				
247	(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	(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	(e)(iv) (iv) 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	(iv) measures, <u>planned or adopted</u> , to promote the deployment of alternative fuels infrastructure for captive fleets, in particular for electric recharging and hydrogen refuelling stations

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	electric recharging stations for car sharing;	electric recharging stations for car sharing, <u>as well as for taxis</u> ;	electric recharging stations for car sharing, where such measures are planned or have been adopted by the Member State ;	for public transport services and electric recharging stations for car sharing, where such measures are planned or have been adopted by the Member State ;
Article 13(1), point (f) / point (a)(v)				
248	(f) measures to encourage and facilitate the deployment of recharging stations for light-duty and heavy-duty vehicles at private locations that are not accessible to the public;	(f) measures to encourage and facilitate the deployment of recharging stations for light-duty and heavy-duty vehicles at private locations that are not accessible to the public;	(f)(v) measures to encourage and facilitate the deployment of recharging stations for light-duty and heavy-duty vehicles at private locations that are not accessible to the public, where such measures are planned or have been adopted by the Member State ;	(v) measures, <u>planned or adopted</u> , to encourage and facilitate the deployment of recharging stations for light-duty and heavy-duty vehicles at private locations that are not accessible to the public, where such measures are planned or have been adopted by the Member State ;
Article 13(1), point (g) / point (a)(vi)				
249	(g) measures to promote alternative fuels infrastructure in urban nodes, in particular with respect to publicly accessible recharging points;	(g) measures to promote alternative fuels infrastructure in urban nodes, in particular with respect to publicly accessible recharging points;	(g)(vi) measures to promote alternative fuels infrastructure in urban nodes, in particular with respect to publicly accessible recharging points, where such measures are planned or have been adopted by the Member State ;	(vi) measures, <u>planned or adopted</u> , to promote alternative fuels infrastructure in urban nodes, in particular with respect to publicly accessible recharging points, where such measures are planned or have been adopted by the Member State ;
Article 13(1), point (ga)				
249a				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>(ga) national targets and measures to promote alternative fuels infrastructure along the road networks which are not included in the core and comprehensive TEN-T networks, in particular with respect to publicly accessible recharging points. In particular, Member States shall ensure that high and medium-level road networks for both light and heavy mobility are adequately covered by the recharge infrastructure;</u>		<u>(ga)</u> moved to row 258e
Article 13(1), point (h) / point (a)(vii)				
250	(h) measures to promote a sufficient number of publicly accessible high power recharging points;	(h) measures to promote a sufficient number of publicly accessible high power recharging points <u>with a sufficient power output to increase consumer convenience and ensure the seamless circulation of electric vehicles on its territory and, where applicable, across borders;</u>	(h) (vii) measures to promote a sufficient number of publicly accessible high power recharging points, where such measures are planned or have been adopted by the Member State;	(vii) measures, <u>planned or adopted</u> , to promote a sufficient number of publicly accessible high power recharging points, where such measures are planned or have been adopted by the Member State;
Article 13(1), point (i) / point (a)(viiia)				
251	(i) measures necessary to ensure that the deployment and operation of recharging points, including the	(i) measures necessary to ensure that the deployment and operation of recharging points, including the	(i) (viiia) measures necessary to ensure that the deployment and operation of recharging points,	(viiia) measures, <u>planned or adopted</u> , necessary to ensure that the deployment and operation of

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	geographical distribution of bidirectional charging points, contribute to the flexibility of the energy system and to the penetration of renewable electricity into the electric system;	geographical distribution of bidirectional charging points, contribute to the flexibility of the energy system and to the penetration of renewable electricity into the electric system;	including the geographical distribution of bidirectional charging points, – contribute to the flexibility of the energy system and to the penetration of renewable electricity into the electric system, where such measures are planned or have been adopted by the Member State;	recharging points, including the geographical distribution of bidirectional charging points, contribute to the flexibility of the energy system and to the penetration of renewable electricity into the electric system, where such measures are planned or have been adopted by the Member State;
Article 13(1), point (ia)				
251a		<u>(ia) measures to guarantee accessibility of all territories to recharging and refuelling infrastructure, paying particular attention to rural areas to ensure their accessibility and territorial cohesion; targeted policies and measures should be considered and implemented for these territories by the Member States;</u>		<u>(ia)</u> moved to row 258f
Article 13(1), point (j) / point (a)(viii)				
252	(j) measures to ensure that publicly accessible recharging and refuelling points are accessible to older persons, persons with reduced mobility and with disabilities, which have to be in line with the accessibility	(j) measures to ensure that <u>all</u> publicly accessible recharging and refuelling points are accessible to older persons, persons with reduced mobility and with disabilities, which have to be in line with the accessibility	(j) (viii) measures to ensure that publicly accessible recharging and refuelling points for alternative fuels are accessible to older persons, persons with reduced mobility and with disabilities, which have to be in line with the	(viii) measures to ensure that publicly accessible recharging and refuelling points for alternative fuels are accessible to older persons, persons with reduced mobility and with disabilities in line with the accessibility

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	requirements of Annex I and Annex III of Directive 2019/882;	requirements of Annex I and Annex III of Directive 2019/882;	accessibility requirements of Annex I and Annex III of Directive 2019/882;	requirements of Directive 2019/882;
Article 13(1), point (ja)				
252a		<u>(ja) measures targeting the specific needs of outermost regions, where applicable;</u>		
Article 13(1), point (k) / point (a)(ix)				
253	(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 <u>and to limit the latency between initial application and actual deployment to no longer than 6 months, with due respect for stakeholder consultations and environmental impact assessment procedures. The authorisation procedure shall be fully digitalised;</u>	(k) (ix) measures to remove possible obstacles with regards to planning, permitting, procuring and operating and procuring of alternative fuels infrastructure; where such measures are planned or have been adopted by the Member State.	(ix) measures, <u>planned or adopted</u> , to remove possible obstacles with regards to planning, permitting, procuring and operating of alternative fuels infrastructure, where such measures are planned or have been adopted by the Member State.
Article 13(1), first paragraph, point (ka)				
253a		<u>(ka) measures to ensure that the density of publicly accessible alternative fuels infrastructure available at national level takes</u>		moved to row 258g

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		<u>into account the population density and the number of registrations of vehicles, powered by alternative fuels in the local area based on NUTS 3 level in accordance with the latest NUTS classification;</u>		
253b		<u>(kb) measures to promote the use of electrically power assisted cycles as well as L-category vehicles such as powered electric cycles and e-mopeds.</u>		
Article 13(1), point (kb)				
253c		<u>(kc) measures to support renewable energy communities, citizen energy communities and non-commercial operators in deploying recharging points, especially in sparsely populated areas.</u>		
Article 13(1), first paragraph, point (ix a)				
253d				<u>(ix a) an overview of the state of play, perspectives, and planned initiatives for deployment of</u>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				<u>infrastructure for alternative fuels infrastructure in maritime ports other than for liquefied methane and shore-side electricity supply for use by sea going vessels, for instance for hydrogen, ammonia, methanol and electricity;</u> moved from row 256 - methanol has been added to the list of alternatives
Article 13(1), first paragraph, point (ix b)				
253e				<u>(ix b) an overview of the state of play, perspectives, and planned initiatives for deployment of infrastructure including targets, key milestones and financing needed, for hydrogen or battery electric trains on network segments that cannot be electrified;</u>
Article 13(1), point (b)				
253f			(b) The national policy framework may contain the following elements:	(b) The national policy framework may contain the following elements:
Article 13(1), point (l) / point (b)(i)				

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254	(l) a deployment plan for alternative fuels infrastructure in airports other than for electricity supply to stationary aircraft, in particular for hydrogen and electric recharging for aircrafts;	(l) a deployment plan for alternative fuels <u>an assessment of the current state and future development of the market for hydrogen and electric propulsion aviation as well as a feasibility study on the deployment of the relevant</u> infrastructure in airports other than for electricity supply to stationary aircraft <u>including, where appropriate, a deployment plan for alternative fuels infrastructure at airports</u> , in particular for hydrogen and electric recharging for aircrafts;	(l)(i) a deployment plan for alternative fuels infrastructure in airports other than for electricity supply to stationary aircraft, in particular <u>for instance</u> for hydrogen and electric recharging for aircrafts;	(i) a <u>an overview of the state of play, perspectives, and planned initiatives for</u> deployment plan <u>of infrastructure</u> for alternative fuels infrastructure in airports other than for electricity supply to stationary aircraft, for instance <u>such as</u> for hydrogen and electric recharging for aircrafts;
Article 13(1), point (la)				
254a		<u>(la) a deployment plan including targets and financing needed for pre-conditioned air systems at TEN-T core airports, as well as a feasibility study on the deployment of the relevant fixed or mobile infrastructure;</u>		
Article 13(1), point (m) / point (b)(ii)				
255	(m) a deployment plan for alternative fuels infrastructure in maritime ports, in particular for	(m) a deployment plan for alternative fuels infrastructure in maritime ports, in particular for	(m)(ii) a deployment plan for alternative fuels infrastructure in maritime ports, in particular <u>for</u>	(ii) a <u>an overview of the state of play, perspectives, and planned initiatives for</u> deployment plan <u>of</u>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>electricity and hydrogen, for port services as defined in Regulation (EU) 2017/352 of the European Parliament and of the Council¹;</p> <p>1. Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017, p. 1).</p>	<p>electricity and hydrogen, for port services as defined in Regulation (EU) 2017/352 of the European Parliament and of the Council¹;</p> <p>1. Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017, p. 1).</p>	<p>instance for electricity and hydrogen, for port services as defined in Regulation (EU) 2017/352 of the European Parliament and of the Council¹;</p> <p>1. Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017, p. 1).</p>	<p><u>infrastructure</u> for alternative fuels infrastructure in maritime ports, for instance <u>such as</u> for electricity and hydrogen, for port services as defined in Regulation (EU) 2017/352¹;</p> <p>1. Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017, p. 1).</p>
Article 13(1), point (n) / point (b)(iii)				
256	<p>(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;</p>	<p>(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;</p>	<p>(n)(iii) a deployment plan for alternative fuels infrastructure in maritime ports other than for LNGliquefied methane and shore-side electricity supply for use by sea going vessels, in particular for instance for hydrogen, ammonia and electricity;</p>	Moved to row 253d
Article 13(1), point (o) / point (b)(iv)				
257	<p>(o) a deployment plan for alternative fuels in inland waterway transport, in particular for both hydrogen and electricity;</p>	<p>(o) a deployment plan for alternative fuels in inland waterway transport, in particular for both hydrogen and electricity;</p>	<p>(o)(iv) a deployment plan for alternative fuels in inland waterway transport, in particular for instance for both hydrogen and electricity;</p>	<p>(iv) an overview of the state of play, perspectives, and planned initiatives for deployment plan of <u>infrastructure</u> for alternative fuels in inland waterway transport, for</p>

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				instance <u>such as</u> for both hydrogen and electricity;
Article 13(1), point (p) / point (b)(v)				
258	(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.	(p) a deployment plan including targets, key milestones and financing needed, – for hydrogen or battery electric trains on network segments that will not <u>cannot</u> be electrified, <u>where appropriate</u> .	(p) (v) a deployment plan including targets, key milestones and financing needed, – for hydrogen or battery electric trains on network segments that will not be electrified;	Moved up to row 253e
Article 13(1), point (b)(vi)				
258a	(c) national targets and objectives for the deployment of alternative fuels infrastructure related to points (l), (m), (n), (o) and (p) of this paragraph for which no mandatory targets are set out in this Regulation; Moved reference text		(e) (vi) national targets and objectives for the deployment of alternative fuels infrastructure related to points –(l), (m), (n), (o) and (p) of this paragraph (i), (ii), (iii), (iv) and (v) of this subparagraph for which no mandatory targets are set out in this Regulation; Moved from row 245	(vi) national targets and objectives for the deployment of alternative fuels infrastructure related to points (i), (ii), (iii), (iv) and (v) of this subparagraph for which no mandatory targets are set out in this Regulation – ; Moved from row 245
Article 13(1), point (pa)				
258b		<u>(pa) a comprehensive investment plan, based on a socio-economic, environmental and cost-benefit</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>analysis, laying out the investments necessary to achieve the targets set in the national policy framework and which shall also include the infrastructures outside the TEN-T network;</u>		
Article 13(1), point (pb)				
258c		<u>(pb) a map of future appropriate locations for site development for all alternative fuels infrastructure, including information on sufficient grid capacity, based on demand, which shall be made publicly available;</u>		
Article 13(1a)				
258d		<u>1a. Without prejudice to paragraph 1 and before the deadline set therein, Member States are invited to submit preliminary national policy frameworks in order to ensure a smooth and quick development and deployment of the infrastructure. When a Member State decides to hand in a preliminary national policy framework, the Commission shall assess the preliminary national</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>policy framework and issue recommendations no later than six months after the submission of the preliminary national policy frameworks.</u>		
Article 13(1b)				
258e				<u>(vii) national targets and measures to promote alternative fuels infrastructure along the road networks which are not included in the core and comprehensive TEN-T networks, in particular with respect to publicly accessible recharging points;</u> Moved from row 249a - this will need to be moved up, before row 258a
Article 13(1c)				
258f				<u>(viii) measures to guarantee accessibility of all territories to recharging and refuelling infrastructure, paying particular attention to rural areas to ensure their accessibility and territorial cohesion.</u> Moved from row 251a - this

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				will need to be moved up, before row 258a
Article 13(1d)				
258g				<p><u>(ix) measures to ensure that the density of publicly accessible alternative fuels infrastructure available at national level takes into account the population density.</u></p> <p>Moved from row 253a - this will need to be moved up, before row 258a</p>
Article 13(2)				
259	2. Member States shall ensure that the national policy frameworks take into account the needs of the different transport modes existing on their territory, including those for which limited alternatives to fossil fuels are available.	2. Member States shall ensure that the national policy frameworks take into account the needs of the different <u>regions and</u> transport modes existing on their territory, including those for which limited alternatives to fossil fuels are available <u>and that refuelling and recharging infrastructure promotes modal shift and facilitates multi-modal transport.</u>	2. Member States shall ensure that the national policy frameworks take into account the needs of the different transport modes existing on their territory, including those for which limited alternatives to fossil fuels are available.	2. Member States shall ensure that the national policy frameworks take into account the needs of the different transport modes existing on their territory.
Article 13(2a)				
259a				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>2a. Member States shall assess the cumulative contribution of the provisions laid down in paragraph 1 to the Union 2030 climate target and the objective of reaching climate neutrality by 2050, as laid down in Regulation (EU) 2021/1119.</u>		
Article 13(2b)				
259b		<u>2b. Member States shall ensure the up-skilling and re-skilling of workers handling the alternative fuels deployed under this regulation and the appropriate investment in occupational health and safety, to ensure a social just transition.</u>		
Article 13(3)				
260	3. Member States shall ensure that national policy frameworks take into account, as appropriate, the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of the stakeholders concerned.	3. Member States shall ensure that national policy frameworks take into account, as appropriate, the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of <u>all</u> the stakeholders concerned. <u>Member States shall regularly</u>	3. Member States shall ensure that national policy frameworks take into account, as appropriate, the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of the stakeholders concerned.	3. Member States shall ensure that national policy frameworks take into account, as appropriate, the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of the stakeholders concerned.

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>consult regional and local authorities and shall encourage them to establish appropriate policy frameworks, which may include an action plan, specifying areas for infrastructure deployment, fast charging possibilities, relevant financial frameworks and concrete actions for the different actors involved, to facilitate the deployment of alternative fuels infrastructure.</u>		
Article 13(3a)				
260a		<u>3a. Member States shall assess and report, as part of their national policy framework, how the provisions laid down in Articles 5 and 7 have been implemented by operators of recharging and refuelling points. On the basis of the results of the assessment, Member States shall take the appropriate measures to ensure operators of recharging and refuelling points comply with Articles 5 and 7.</u>		
260b		<u>3b. Each Member State shall,</u>		

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		<u><i>preferably without creating an additional position, appoint a national coordinator for alternative fuels infrastructure who oversees the national coordination (inter-ministry) and implementation of the national policy framework. The national coordinator shall cooperate with the Commission, the responsible TEN-T coordinator and, if needed, other national coordinators, and assists regional and local authorities, e.g. by providing expertise, tooling, guidelines based on EU standards, and advises on regional coordination of the relevant local mobility plans.</i></u>		
Article 13(4)				
261	4. Where necessary, Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated. In particular, Member States shall cooperate on the strategies to use alternative fuels and deployment of corresponding infrastructure in	4. Where necessary, Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated. In particular, Member States shall cooperate on the strategies to use alternative fuels and deployment of corresponding infrastructure in	4. Where necessary, Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated. In particular, Member States shall cooperate on the strategies to use alternative fuels and deployment of corresponding infrastructure in	4. Where necessary, Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated. In particular, Member States shall cooperate on the strategies to use alternative fuels and deployment of corresponding infrastructure in

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	waterborne transport. The Commission shall assist the Member States in the cooperation process.	waterborne transport. The Commission shall assist the Member States in the cooperation process. <u>The European Coordinators for the core network corridors of the trans-European Transport Network (TEN-T) shall be consulted in line with Article 45 of Regulation (EU) No 1315/2013.</u>	waterborne transport. The Commission shall assist the Member States in the cooperation process.	waterborne transport. The Commission shall assist the Member States in the cooperation process.
Article 13(4a)				
261a		<u>4a. Where necessary, the Member States shall cooperate with third countries, especially candidate countries and those third countries in which transit corridors connecting Member States are situated. The Commission shall assist the Member States in this cooperation process.</u>		
Article 13(5)				
262	5. Support measures for alternative fuels infrastructure shall comply with the relevant State aid rules of the TFEU.	5. Support measures for alternative fuels infrastructure shall <u>be aligned to climate objectives to avoid creating stranded assets and</u> comply with the relevant State aid rules of the TFEU.	5. Support measures for alternative fuels infrastructure shall comply with the relevant State aid rules of the TFEU.	5. Support measures for alternative fuels infrastructure shall comply with the relevant State aid rules of the TFEU.

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Article 13(6)				
263	6. Each Member State shall make available to the public its draft national policy framework and shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft national policy framework.	6. Each Member State shall make available to the public its draft national policy framework, <u>including a comprehensive investment plan</u> , and shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft national policy framework.	6. Each Member State shall make available to the public its draft national policy framework and shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft national policy framework.	6. Each Member State shall make available to the public its draft national policy framework and shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft national policy framework.
Article 13(7)				
264	7. The Commission shall assess the draft national policy frameworks and may issue recommendations to a Member State no later than six months after the submission of the draft national policy frameworks as referred to in paragraph 1. Those recommendations may, in particular, address:	7. The Commission shall assess the draft national policy frameworks. <u>The Commission may request the opinion of the responsible European TEN-T Coordinator when examining the policy framework, in order to ensure consistency and advancement of each corridor</u> , and may issue recommendations to a Member State no later than six months after the submission of the draft national policy frameworks as referred to in paragraph 1. Those recommendations <u>shall be made publicly available in an easily readable and</u>	7. The Commission shall assess the draft national policy frameworks and may issue recommendations to a Member State no later than six months after the submission of the draft national policy frameworks as referred to in paragraph 1. Those recommendations may, in particular, address:	7. The Commission shall assess the draft national policy frameworks and may issue recommendations to a Member State no later than six months after the submission of the draft national policy frameworks as referred to in paragraph 1. Those recommendations may, in particular, address:

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		<u>understandable form and</u> may, in particular, address:		
Article 13(7), point (a)				
265	(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;	(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, <u>12 and 12a</u> and 12;	(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;	(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, <u>12 and 12a</u> and 12;
Article 13(7), point (b)				
266	(b) policies and measures relating to Member States' objectives and targets.	(b) policies and measures relating to Member States' objectives and targets.	(b) policies and measures relating to Member States' objectives and targets.	(b) policies and measures relating to Member States' objectives and targets.
Article 13(7), point (ba)				
266a		<u>(ba) if policies and measures are geographically distributed across the regions within the Member State.</u>		
Article 13(8)				
267	8. Each Member State shall take due account of any recommendations from the Commission in its national policy	8. Each Member State shall take due account of any recommendations from the Commission in its national policy	8. Each Member State shall take due account of any recommendations from the Commission in its final national	8. Each Member State shall take due account of any recommendations from the Commission in its final national

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	framework. If the Member State concerned does not address a recommendation or a substantial part thereof, that Member State shall provide a written explanation to the Commission.	framework. If the Member State concerned does not address a recommendation or a substantial part thereof, that Member State shall provide a written explanation to the Commission.	policy framework. If the Member State concerned does not address a recommendation or a substantial part thereof, that Member State shall provide a written explanation to the Commission.	policy framework. If the Member State concerned does not address a recommendation or a substantial part thereof, that Member State shall provide a written explanation to the Commission.
Article 13(9)				
268	9. By 1 January 2025, each Member State shall notify to the Commission its final national policy framework.	9. By 1 January 2025, each Member State shall notify to the Commission its final national policy framework. <u>That framework shall be made publicly available in an easily readable and understandable form.</u>	9. By 1 January 2025, each Member State shall notify to the Commission its final national policy framework.	9. By 1 January 2025 2026, each Member State shall <u>draft its final national policy framework in an easily readable format in terminology that all interested parties can understand and</u> notify <u>it</u> to the Commission. <u>Those-its</u> final national policy framework <u>shall be made publicly available by the Commission.</u>
Article 14				
269	Article 14 Reporting	Article 14 Reporting	Article 14 Reporting	Article 14 Reporting Agreed
Article 14(1)				
270	1. Each Member State shall submit to the Commission a	1. Each Member State shall submit to the Commission a	1. Each Member State shall submit to the Commission a	1. Each Member State shall submit to the Commission a

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	standalone progress report on the implementation of its national policy framework for the first time by 1 January 2027 and every two years thereafter.	standalone progress report on the implementation of its national policy framework for the first time by 1 January 2027 2026 and every two years thereafter <u>year thereafter. That report shall be made publicly available in an easily readable and understandable form and displayed in the European Alternative Fuels Observatory.</u>	standalone national progress report on the implementation of its national policy framework for the first time by 1 January 2027 and every two years thereafter.	standalone national progress report on the implementation of its national policy framework for the first time by 1 January 2027 and every two years thereafter. <u>That report shall be drafted in an easily readable and understandable form and be made publicly available by the Commission.</u> Agreed
Article 14(2)				
271	2. The progress reports shall cover the information listed in Annex I and shall, where appropriate, include a relevant justification regarding the level of attainment of the national targets and objectives referred to in Article 13.	2. The progress reports shall cover the information listed in Annex I and shall, where appropriate, include a relevant justification regarding the level of attainment of the national targets and objectives referred to in Article 13.	2. The progress reports report shall cover the information listed in Annex I and shall, where appropriate, include a relevant justification regarding the level of attainment of the national targets and objectives referred to in Article 13.	2. The <u>national</u> progress report shall cover the information listed in Annex I and shall, where appropriate, include a relevant justification regarding the level of attainment of the national targets and objectives referred to in Article 13 <u>as well as an indication of the measures to be taken to attain those targets in the future.</u> text redrafted to make clear that the NPR not only reports on the past actions, but also on the future Agreed
Article 14(3)				

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272	<p>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</p>	<p>3. The regulatory authority of a Member States shall assess, at the latest by 30 June 2024 and periodically every three years <u>year</u> 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 <u>smart, bi-directional and of all power outputs, both</u> public or <u>and</u> 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 <u>consider inputs from all relevant stakeholders, including operators of recharging points, transmission and distribution system operators, consumer organisations and solution providers, and</u> be made publicly available. On the basis of the results of the assessment,</p>	<p>3. The regulatory authority of a Member States shall assess, at the latest by 30 June 2024 and periodically every three <u>four</u> 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. Member States may request the regulatory authority to carry out this assessment. 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.</p>	<p>3. Member States shall assess, at the latest by 30 June 2024 and periodically every four <u>three</u> 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, <u>smart, bi-directional and of all power outputs,</u> 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. # <u>The assessment shall identify the appropriate measures to be implemented to ensure consistency of the infrastructure planning with the respective grid planning in order to meet the requirements set out in this Regulation. This assessment shall consider inputs from all relevant stakeholders and</u> shall be made publicly available. Member States</p>

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	the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944.	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. <u>Member States shall also take the appropriate measures to ensure consistency between the recharge infrastructure planning and the respective grid planning.</u> 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.	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.	may request the regulatory authority to carry out this assessment. 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. Agreed
Article 14(4)				
273	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	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 30 June 2024 and periodically every three years year thereafter, the potential contribution of bidirectional charging to <u>peak shaving and</u> the penetration of renewable electricity into the electricity system. That assessment	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 30 June 2024 and periodically every three four years thereafter, the potential contribution of bidirectional charging to the penetration of renewable electricity into the electricity system. That assessment shall be made publicly	4. On the basis of input from transmission system operators and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by 30 June 2024 and periodically every four <u>three</u> years thereafter, the potential contribution of bidirectional charging to <u>help reduce user and system costs and</u> the penetration of renewable electricity into the electricity

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	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.	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.	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 in private areas and include them in their progress report referred to in paragraph 1.	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 private areas and include them in their progress report referred to in paragraph 1. additional text: as agreed in 2nd trilogue Agreed
Article 14(5)				
274	5. The Commission shall adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be submitted by the Member States in accordance with Article 13(1) and six months after the date referred to in Article 24. The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation.	5. The Commission shall <u>provide for technical and advisory assistance to the national authorities concerned and shall</u> adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be submitted by the Member States in accordance with Article 13(1) and six months after the date referred to in Article 24. The Commission may adopt guidance and templates	deleted	It was agreed to drop the assessment related to SSE. It is sufficiently explained in recital 37a Agreed

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		to facilitate the effective application across the Union of any other provisions of this Regulation.		
Article 14a				
G	274a		Article 14a Content, structure and format of national policy frameworks and national progress reports	Article 14a Content, structure and format of national policy frameworks and national progress reports Agreed
Article 14a, first paragraph				
G	274b		The Commission shall adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be submitted by the Member States in accordance with Article 13 and Article 14(1), no later than six months after the date of application referred to in Article 24. The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation.	The Commission shall adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be submitted by the Member States in accordance with Article 13 and Article 14(1), no later than six months after /the date of application/ referred to in Article 24. The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation. [the date of application]

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				Agreed
Article 15				
275	Article 15 Review of national policy frameworks and progress reports	Article 15 Review of national policy frameworks and progress reports	Article 15 Review of national policy frameworks and national progress reports	Article 15 Review of national policy frameworks and national progress reports Agreed
Article 15(1)				
276	1. By 1 January 2026, the Commission shall assess the national policy framework notified by Member States pursuant to Article 13(9) and submit to the European Parliament and to the Council a report on the assessment of those national policy frameworks and their coherence at Union level, including a first assessment of the expected level of attainment of the national targets and objectives referred to in Article 13 (1).	1. By 1 January 2026, the Commission shall assess the national policy framework notified by Member States pursuant to Article 13(9) and submit to the European Parliament and to the Council a report on the assessment of those national policy frameworks and their coherence at Union level, including a first assessment of the expected level of attainment of the national targets and objectives referred to in Article 13 (1).	1. By 1 January 2026, the Commission shall assess the national policy framework notified by Member States pursuant to Article 13(9) and submit to the European Parliament and to the Council a report on the assessment of those national policy frameworks and their coherence at Union level, including a first assessment of the expected level of attainment of the national targets and objectives referred to in Article 13 (1) 13(1) .	1. By 1 January 2026, the Commission shall assess the national policy framework notified by Member States pursuant to Article 13(9) and submit to the European Parliament and to the Council a report on the assessment of those national policy frameworks and their coherence at Union level, including a first assessment of the expected level of attainment of the national targets and objectives referred to in Article 13(1). Agreed
Article 15(2)				

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277	2. The Commission shall assess the progress reports submitted by Member States pursuant to Article 14(1) and shall as appropriate issue recommendations to Member States to ensure the achievement of the objectives and obligations laid down in this Regulation. Following those recommendations, the Member States shall issue an update of their progress report within six months following the Commission's recommendations.	2. The Commission shall assess the progress reports submitted by Member States pursuant to Article 14(1). <u>The Commission shall ensure that those progress reports are made publicly available in an easily readable and understandable form, and displayed in the European Alternative Fuels Observatory.</u> The Commission and shall, as appropriate, issue recommendations to Member States to ensure the achievement of the objectives and obligations laid down in this Regulation. Following those recommendations, the Member States shall issue an update of their progress report within six months following the Commission's recommendations.	2. The Commission shall assess the national progress reports submitted by Member States pursuant to Article 14(1) and shall as appropriate issue recommendations to Member States to ensure the achievement of the objectives and obligations laid down in this Regulation. Following those recommendations, the Member States shall may issue an update of their national progress report within six months following the Commission's recommendations.	2. The Commission shall assess the national progress reports submitted by Member States pursuant to Article 14(1) and shall as appropriate issue recommendations to Member States to ensure the achievement of the objectives and obligations laid down in this Regulation. Following those recommendations, the Member States may issue an update of their national progress report within six months following the Commission's recommendations. - the national progress reports are made publicly available under article 14(1) Agreed
Article 15(2a)				
277a		<u>2a. The Member State concerned shall, within six months of receipt of the recommendations, notify the Commission on how it intends to implement the recommendations.</u>		<u>2a. The Member State concerned shall, within six months of receipt of the recommendations referred to in paragraph 2, notify the Commission on how it intends to implement the recommendations. If the Member State concerned decides not to implement the</u>



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				<u>recommendations or a substantial part thereof, it shall provide the Commission with its reasons for not doing so.</u> Proposed by the Presidency in order to close the feedback loop. But MS only have to report in the next national progress report (see line 277b) Agreed
Article 15(2b)				
277b		<u>2b. After the submission of the notification referred to in paragraph 2a, the Member State concerned shall set out, in its follow-up progress report submitted in the year following that in which the recommendations were issued, how it has implemented the recommendations. If the Member State concerned decides not to implement the recommendations or a substantial part thereof, it shall provide the Commission with its reasons for not doing so.</u>		<u>2b. After the submission by the Member State of the notification or the reasoning referred to in paragraph 2a, the Member State concerned shall set out, in its next progress report how it has implemented the recommendations.</u> Agreed
Article 15(3), introductory part				

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278	3. The Commission shall submit to the European Parliament and to the Council a report on its assessment of the progress reports pursuant to Article 14(1) one year after submission of the national progress reports by the Member States. This assessment shall contain an assessment of:	3. The Commission shall submit to the European Parliament and to the Council a report on its assessment of the progress reports pursuant to Article 14(1) one year <u>six months</u> after submission of the national progress reports by the Member States. This assessment shall contain an assessment of:	3. The Commission shall submit to the European Parliament and to the Council a report on its assessment of the national progress reports pursuant to Article 14(1) one year after submission of the national those progress reports by the Member States pursuant to Article 14(1) . This assessment shall contain an assessment of:	3. The Commission shall submit to the European Parliament and to the Council a report on its assessment of the national progress reports one year after submission of those progress reports by the Member States pursuant to Article 14(1). This assessment shall contain an assessment of: Agreed
Article 15(3), point (a)				
279	(a) the progress made at Member States level on the achievement of the targets and objectives;	(a) the progress made at Member States level on the achievement of the targets and objectives;	(a) the progress made at by Member States level on the achievement of the targets and objectives;	(a) the progress made by Member States on the achievement of the targets and objectives, <u>including the Member States responses to the Commission recommendations pursuant to paragraph 2;</u> Agreed
Article 15(3), point (b)				
280	(b) the coherence of the development at Union level.	(b) the coherence of the development at Union level.	(b) the coherence of the development at Union level.	(b) the coherence of the development at Union level. Agreed

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 15(4)				
281	4. On the basis of national policy frameworks and national progress reports of Member States pursuant to Article 13 (1) and 14 (1), the Commission shall publish and regularly update information on the national targets and the objectives submitted by each Member State regarding:	4. On the basis of national policy frameworks and national progress reports of Member States pursuant to Article 13 (1) and 14 (1), the Commission shall publish and regularly update information on the national targets and the objectives submitted by each Member State regarding:	4. On the basis of national policy frameworks and national progress reports of Member States pursuant to respectively Article 13(9) Article 14(1) and Article 16(1) , the Commission shall publish and regularly update information on the national targets and the objectives submitted by each Member State regarding:	4. On the basis of national policy frameworks, national progress reports and reports submitted by Member States pursuant to respectively Article 13(9) Article 14(1) and Article 16(1), the Commission shall publish make publicly available and regularly update information on the national targets and the objectives submitted by each Member State regarding: Agreed
Article 15(4), point (a)				
282	(a) the number of publicly accessible recharging points and stations, separately for recharging points dedicated to light-duty vehicles and recharging points dedicated to heavy-duty vehicles, and in accordance with the categorisation provided in Annex III;	(a) the number of publicly accessible recharging points and stations, separately for recharging points dedicated to light-duty vehicles and recharging points dedicated to heavy-duty vehicles, and in accordance with the categorisation provided in Annex III;	(a) the number of publicly accessible recharging points and stations, separately for recharging points dedicated to light-duty vehicles and recharging points dedicated to heavy-duty vehicles, and in accordance with the categorisation provided in Annex III;	(a) the number of publicly accessible recharging points and stations, separately for recharging points dedicated to light-duty vehicles and recharging points dedicated to heavy-duty vehicles, and in accordance with the categorisation provided in Annex III; Agreed
Article 15(4), point (b)				

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283	(b) the number of publicly accessible hydrogen refuelling points;	(b) the number of publicly accessible hydrogen refuelling points;	(b) the number of publicly accessible hydrogen refuelling points;	(b) the number of publicly accessible hydrogen refuelling points; Agreed
Article 15(4), point (c)				
284	(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;	(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;	(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;	(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; Agreed
Article 15(4), point (d)				
285	(d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network;	(d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network, <u>as well as, where applicable, recharging points for powering electric and hydrogen propulsion aircrafts</u> ;	(d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network;	(d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network; EP amendment is covered in line 290 Agreed
Article 15(4), point (e)				
286				

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	(e) the number of refuelling points for LNG at maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;	(e) the number of refuelling points for LNG, <u>hydrogen and ammonia</u> at maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;	(e) the number of refuelling points for LNG liquefied methane at maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;	(e) the number of refuelling points for liquefied methane at maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network; Agreed
Article 15(4), point (f)				
287	(f) the number of publicly accessible refuelling points for LNG for motor vehicles;	(f) the number of publicly accessible refuelling points for LNG for motor vehicles;	(f) the number of publicly accessible refuelling points for LNG liquefied methane for motor vehicles;	(f) the number of publicly accessible refuelling points for liquefied methane for motor vehicles; Agreed
Article 15(4), point (g)				
288	(g) the number of publicly accessible CNG refuelling points for motor vehicles;	(g) the number of publicly accessible CNG refuelling points for motor vehicles;	(g) the number of publicly accessible CNG refuelling points for motor vehicles;	(g) the number of publicly accessible CNG refuelling points for motor vehicles; Agreed
Article 15(4), point (h)				
289	(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 TEN-T core and comprehensive maritime and inland ports;	(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 TEN-T core and comprehensive maritime and inland ports;

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				Agreed
	Article 15(4), point (i)			
G	290 (i) refuelling and recharging points for other alternative fuels at airports of the TEN-T core network and the TEN-T comprehensive network;	(i) refuelling and recharging points for other alternative fuels at airports of the TEN-T core network and the TEN-T comprehensive network;	(i) refuelling and recharging points for other alternative fuels at airports of the TEN-T core network and the TEN-T comprehensive network;	(i) refuelling and recharging points for other alternative fuels at airports of the TEN-T core network and the TEN-T comprehensive network; Agreed
	Article 15(4), point (j)			
G	291 (j) refuelling and recharging points for rail transport.	(j) refuelling and recharging points for rail transport.	(j) refuelling points for alternative fuels and recharging points for rail transport.	(j) refuelling points for alternative fuels and recharging points for rail transport. Agreed
	Article 15(4), point (ja)			
G	291a	<u>(ja) the number of publicly accessible recharging points partially dedicated to captive fleets including public transport and car sharing;</u>		there is no data available to report on this Agreed
	Article 15(4), point (jb)			

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291b		<u>(jb) the alternative fuel infrastructure in outermost regions and islands.</u>		Agreed
Article 15(4a)				
291c		<u>4a. The Commission shall report to the European Parliament and the Council, by 1 January 2030, and every third year until 2050, the results of an evaluation on the functioning of this Regulation, with emphasis on this Regulation's effects on the functioning of the single market, the competitiveness of affected sectors and the magnitude of carbon leakage.</u>		Carbon leakage could be covered in Article 22 (review) Agreed
Article 15(4b)				
291d		<u>4b. The Commission shall report to the European Parliament and the Council, by 1 January 2030, and every fifth year until 2050, the results of a comprehensive evaluation of the aggregated macroeconomic impact of the Regulations that make up the 'Fit for 55' package¹, with emphasis on the effects on the Union's</u>		2nd trilogue: agreed not to take this on board Agreed

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>competitiveness, job creation, transport freight rates, household purchasing power and the magnitude of carbon leakage.</u> <u>1. Communication from the Commission (COM(2021)0550), 14 July 2021</u>		
	Article 15(4c)			
G	291e	<u>4c. The Commission shall consider possible amendments to this Regulation with regards to regulatory simplification. The Commission and the competent authorities in the Member States shall continuously adapt to best practice administrative procedures and take all measures to simplify the enforcement of this Regulation, keeping administrative burdens to a minimum.</u>		2nd trilogue: agreed not to take this on board Agreed
	Article 16			
G	292	Article 16 Progress tracking	Article 16 Progress tracking	Article 16 Progress tracking
	Article 16(1)			
G	293			

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	1. By 28 February of the year following the entry into force of this Regulation and every year thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug-in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III.	1. By 28 February of the year following the entry into force of this Regulation and every year thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug-in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III.	1. By 28 February 31 March of the year following the entry into force of this Regulation date of application referred to in Article 24 and every year thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug-in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III.	1. By 31 March of the year following the date of application referred to in Article 24 and every year thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug-in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III. Agreed
Article 16(2)				
294	2. Where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State is at risk of not meeting its national targets as referred to in Article 3(1), the Commission may issue a finding to this effect and request the Member State concerned to take corrective measures to meet the national targets. Within three months following the receipt of the Commission's findings, the	2. Where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State is at risk of not meeting its national targets as referred to in Article 3(1), the Commission may <u>shall</u> issue a finding to this effect and request the Member State concerned to take corrective measures to meet the national targets. Within three months following the receipt of the	2. Without prejudice to the procedure laid down in Article 258 TFEU , where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State is at risk of not meeting <u>did not meet</u> its national targets as referred to in Article 3(1), the Commission may issue a finding to this effect and request <u>recommend</u> the Member State concerned to take corrective measures to meet the	2. Without prejudice to the procedure laid down in Article 258 TFEU, where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State did not meet <u>is at risk of not meeting</u> its national targets as referred to in Article 3(1), the Commission may issue a finding to this effect and recommend the Member State concerned to take corrective measures to meet the

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	<p>Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1). The corrective measures shall entail additional actions that the Member State shall implement to meet the targets set in Article 3 (1) and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest progress report as referred to in Article 14 with these corrective measures and submit it to the Commission.</p>	<p>Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1). The corrective measures shall entail additional actions that the Member State shall implement to meet the targets set in Article 3 (1) and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest progress report as referred to in Article 14 with these corrective measures and submit it to the Commission. <i>Where the Commission finds that the corrective measures are not satisfactory, it shall consider taking necessary measures in respect of that Member State. The measures shall be proportionate, appropriate and in accordance with the Treaties.</i></p>	<p>national targets. Within three months following the receipt of the Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1). The corrective measures shall entail including additional actions that the Member State shall intend to implement to meet those targets set in Article 3(1) and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest national progress report as referred to in Article 14 with these corrective measures and submit it to the Commission.</p>	<p>national targets. Within three months following the receipt of the Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1) including additional actions that the Member State intends to implement to meet those targets and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest national progress report as referred to in Article 14 with these corrective measures and submit it to the Commission. <i>The Commission recommendations, the corrective measures and additional actions by the Member State concerned are to be made publicly available by the Commission.</i></p> <p>Text added to ensure that recommendations and corrective measures are to be made publicly available</p>

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				Agreed
	Article 16(2a)			
294a		<u>2a. The Commission shall duly inform the European Parliament and Council about any measures taken in accordance with paragraph 2, and make these decisions publicly available, in accordance with Regulation (EC) No 1049/2001.</u>		the concept that Member States will have to explain what they intend to do with these recommendations is in fact already covered in (2) that the recommendations are to be made public is added in (2) Agreed
	Article 17			
295	Article 17 User information	Article 17 User information	Article 17 User information	Article 17 User information Agreed
	Article 17(1), introductory part			
296	1. Relevant, consistent and clear information shall be made available as regards motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged by recharging points. That information shall be made available in motor vehicle	1. Relevant, consistent and clear information shall be made available as regards motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged by recharging points. <u>To that end, Member States shall ensure that all motor</u>	1. Relevant, consistent and clear information shall be made available as regards motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged by at recharging points. That information shall be made	1. Relevant, consistent and clear information shall be made available as regards motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged at recharging points. That information shall be made available:

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	manuals, at refuelling and recharging points, on motor vehicles and in motor vehicle dealerships in their territory. This requirement shall apply to all motor vehicles, and their motor vehicle manuals, placed on the market after 18 November 2016.	<u>vehicle</u> That information <u>relevant to the fuels or e-charging provided for in this Regulation and in other applicable Union legislation</u> shall be made available in motor vehicle manuals, at refuelling and recharging points, on motor vehicles and in motor vehicle dealerships in their territory. This requirement shall apply to all motor vehicles, and their motor vehicle manuals, placed on the market after 18 November 2016 .	available in motor vehicle manuals, at refuelling and recharging points, on motor vehicles and in motor vehicle dealerships in their territory. This requirement shall apply to all motor vehicles, and their motor vehicle manuals, placed on the market after 18 November 2016.:	Agreed
	Article 17(1), introductory part, second part			
296a		<u>(a) To this end, the Commission shall review, as appropriate, the Directive 1999/94/EC no later than one year after the date mentioned in Article 24 of this Regulation.</u>	(a)	this EP amendment might be better placed in recital (44) (line 54) Agreed
	Article 17(1), point (a)			
296b			(a) in motor vehicle manuals and on motor vehicles by manufacturers as referred to in Article 3(40) of Regulation (EU) 2018/858 when those vehicles are placed on the market;	(a) in motor vehicle manuals and on motor vehicles by manufacturers as referred to in Article 3(40) of Regulation (EU) 2018/858 when those vehicles are placed on the market;

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				Agreed
	Article 17(1), point (b)			
G	296c		(b) at refuelling and recharging points by refuelling and recharging point operators, and	(b) at refuelling and recharging points by refuelling and recharging point operators, and Agreed
	Article 17(1), point (c)			
G	296d		(c) in motor vehicle dealerships by the distributors as referred to in Article 3(43) of Regulation (EU) 2018/858.	(c) in motor vehicle dealerships by the distributors as referred to in Article 3(43) of Regulation (EU) 2018/858. Agreed
	Article 17(2)			
G	297	2. Identification of vehicles and infrastructures compatibility as well as identification of fuels and vehicle compatibility referred to in paragraph 1 shall be in compliance with the technical specifications referred to in points 9.1 and 9.2 of Annex II. Where such standards refer to a graphical expression,	2. Identification of vehicles and infrastructures compatibility as well as identification of fuels and vehicle compatibility referred to in paragraph 1 shall be in compliance with the technical specifications referred to in points 9.1 and 9.2 of Annex II. <u>Member States shall ensure that,</u> where such standards	2. Identification of vehicles and infrastructures compatibility as well as identification of fuels and vehicle compatibility referred to in paragraph 1 shall be in compliance with the technical specifications referred to in points 9.1 and 9.2 of Annex II. Where such standards refer to a graphical expression,

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	including a colour coding scheme, the graphical expression shall be simple and easy to understand, and it shall be placed in a clearly visible manner:	refer to a graphical expression, including a colour coding scheme, the graphical expression shall be simple and easy to understand, and it shall be placed in a clearly visible manner:	including a colour coding scheme, the graphical expression shall be simple and easy to understand, and it shall be placed in a clearly visible manner:	including a colour coding scheme, the graphical expression shall be simple and easy to understand, and it shall be placed in a clearly visible manner: Agreed
Article 17(2), point (a)				
298	(a) on corresponding pumps and their nozzles at all refuelling points, as from the date on which fuels are placed on the market; or	(a) on corresponding pumps and their nozzles at all refuelling points, as from the date on which fuels are placed on the market; or <u>and</u>	(a) by refuelling point operators on corresponding pumps and their nozzles at all refuelling points operated by them , as from the date on which fuels are placed on the market; or	(a) by refuelling point operators on corresponding pumps and their nozzles at all refuelling points operated by them, as from the date on which fuels are placed on the market; Agreed
Article 17(2), point (b)				
299	(b) in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market after 18 November 2016.	(b) in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market after 18 November 2016 .	(b) by manufacturers as referred to in Article 3(40) of Regulation (EU) 2018/858 in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market after 18 November 2016 .	(b) by manufacturers as referred to in Article 3(40) of Regulation (EU) 2018/858 in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market. Agreed

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	Article 17(3)			
300	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.	3. When fuel prices are displayed at a fuel station, <u>Member States shall ensure that</u> 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. <u>For ad hoc recharging of electricity and refuelling of hydrogen, the price shall also be provided per kWh and per kg, respectively.</u>	3. When fuel prices are displayed at a fuel station, shown at a refuelling station, Member States shall ensure that a comparison between the relevant unit prices shall be displayed is shown 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.	3. When fuel prices are shown at a refuelling station, Member States shall ensure that a comparison between the relevant unit prices is shown 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. Agreed
	Article 17(4)			
301	4. Where European Standards setting technical specifications of a fuel do not include labelling provisions for compliance with the standards in question, where the labelling provisions do not refer to a graphical expression including colour coding schemes, or where the labelling provisions are not suitable for attaining the objectives	4. Where European Standards setting technical specifications of a fuel do not include labelling provisions for compliance with the standards in question, where the labelling provisions do not refer to a graphical expression including colour coding schemes, or where the labelling provisions are not suitable for attaining the objectives	4. Where European Standards setting technical specifications of a fuel do not include labelling provisions for compliance with the standards in question, where the labelling provisions do not refer to a graphical expression including colour coding schemes, or where the labelling provisions are not suitable for attaining the objectives	4. Where European Standards setting technical specifications of a fuel do not include labelling provisions for compliance with the standards in question, where the labelling provisions do not refer to a graphical expression including colour coding schemes, or where the labelling provisions are not suitable for attaining the objectives

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	of this Regulation, the Commission may, for the purposes of the uniform implementation of paragraphs 1 and 2:	of this Regulation, the Commission may, for the purposes of the uniform implementation of paragraphs 1 and 2:	of this Regulation, the Commission may, by means of implementing acts in accordance with Article 21(2) , for the purposes of the uniform implementation of paragraphs 1 and 2:	of this Regulation, the Commission may, by means of implementing acts in accordance with Article 21(2) , for the purposes of the uniform implementation of paragraphs 1 and 2: Agreed
	Article 17(4), point (a)			
302	(a) mandate ESOs to develop compatibility labelling specifications,	(a) mandate ESOs to develop compatibility labelling specifications,	(a) mandate ESOs to develop compatibility labelling specifications;	(a) mandate ESOs to develop compatibility labelling specifications; Agreed
	Article 17(4), point (b)			
303	(b) adopt implementing acts determining the graphical expression, including a colour coding scheme, of compatibility for fuels introduced in the Union market which reach the level of 1 % of the total volume of sales, in the assessment of the Commission, in more than one Member State.	(b) adopt implementing acts determining the graphical expression, including a colour coding scheme, of compatibility for fuels introduced in the Union market which reach the level of 1 % of the total volume of sales, in the assessment of the Commission, in more than one Member State.	(b) adopt implementing acts determining determine the graphical expression, including a colour coding scheme, of compatibility for fuels introduced in the Union market which reach the level of 1 % of the total volume of sales, in the assessment of the Commission, in more than one Member State.	(b) <u>by means of implementing acts in accordance with article 21(2)</u> determine the graphical expression, including a colour coding scheme, of compatibility for fuels introduced in the Union market which reach the level of 1 % of the total volume of sales, in the assessment of the Commission, in more than one Member State. Agreed

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Article 17(5)				
304	5. Where provisions on labelling of the respective European Standards are updated, implementing acts regarding the labelling are adopted or new European Standards for alternative fuels are developed, as necessary, the corresponding requirements on labelling shall apply to all refuelling and recharging points and motor vehicles registered on the territory of the Member States 24 months after their respective updating or adoption.	5. Where provisions on labelling of the respective European Standards are updated, implementing acts regarding the labelling are adopted or new European Standards for alternative fuels are developed, as necessary, the corresponding requirements on labelling shall apply to all refuelling and recharging points and motor vehicles registered on the territory of the Member States 24 months after their respective updating or adoption.	5. Where provisions on labelling of the respective European Standards are updated, implementing acts regarding the labelling are adopted or new European Standards for alternative fuels are developed, as necessary, the corresponding requirements on labelling shall apply 24 months after their respective updating or adoption to all refuelling and recharging points and to all motor vehicles registered on the territory of the Member States 24 months after their respective updating or adoption when they are placed on the market.	5. Where provisions on labelling of the respective European Standards are updated, implementing acts regarding the labelling are adopted or new European Standards for alternative fuels are developed, as necessary, the corresponding requirements on labelling shall apply <u>no later than</u> 24 months after their respective updating or adoption to all refuelling and recharging points and to all motor vehicles when they are placed on the market. Agreed
Article 18				
305	Article 18 Data provisions	Article 18 Data provisions	Article 18 Data provisions	Article 18 Data provisions Agreed
Article 18(1)				
306	1. Member States shall appoint an Identification Registration Organisation ('IDRO'). The IDRO	1. Member States shall appoint an Identification Registration Organisation ('IDRO'). The IDRO	1. Member States shall appoint an Identification Identification Registration Organisation	1. Member States shall appoint an Identification Registration Organisation ('IDRO'). The IDRO

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	shall issue and manage unique identification ('ID') codes to identify, at least operators of recharging points and mobility service providers, at the latest one year after the date referred to in Article 24.	shall issue and manage unique identification ('ID') codes to identify, at least operators of recharging points and mobility service providers, at the latest one year after the date referred to in Article 24.	('IDRO'). The IDRO shall issue and manage unique identification ('ID') codes to identify, at least operators of recharging points and mobility service providers, at the latest one year after the date of application referred to in Article 24.	shall issue and manage unique identification ('ID') codes to identify, at least operators of recharging points and mobility service providers, at the latest one year after the date of application referred to in Article 24. Agreed
Article 18(2), first subparagraph				
307	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:	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. <u>In doing so, those operators shall also ensure the highest possible level of cybersecurity, data protection and security, especially in authentication, billing and payment processes. Where applicable, those operators shall comply with the provisions in the Directive on measures for a high common level of</u>	2. No later than 1 year after the date of application as referred to in Article 24 , operators of publicly accessible recharging points and refuelling points for alternative fuels 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 or services inherently linked to such infrastructure that they provide or they outsource at no cost. The following data types shall be made available:	2. No later than 1 year after the date of application as referred to in Article 24, operators of publicly accessible recharging points and refuelling points for alternative fuels 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 or services inherently linked to such infrastructure that they provide or they outsource at no cost. The following data types shall be made available: Agreed

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		<u>cybersecurity across the Union (NIS2 Directive).</u> The following data types shall be made available:		
	Article 18(2), first subparagraph, point (a)			
G	308	(a) static data for publicly accessible recharging and refuelling points operated by them:	(a) static data for publicly accessible recharging points and refuelling points for alternative fuels operated by them:	(a) static data for publicly accessible recharging points and refuelling points for alternative fuels operated by them: Agreed
	Article 18(2), point (a)(i)			
G	309	(i) geographic location of the recharging or refuelling point,	(i) geographic location of the recharging or points and refuelling point points for alternative fuels ,	(i) geographic location of the recharging points and refuelling points for alternative fuels, Agreed
	Article 18(2), point (a)(ia)			
G	309a			Agreed
	Article 18(2), point (a)(ib)			
G	309b			

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		<u>time charging.</u>		Agreed
Article 18(2), point (a)(ii)				
310	(ii) number of connectors,	(ii) number of connectors,	(ii) number of connectors,	(ii) number of connectors, Agreed
Article 18(2), point (a)(iii)				
311	(iii) number of parking spaces for people with disabilities,	(iii) number of parking spaces for people with disabilities,	(iii) number of parking spaces for people with disabilities,	(iii) number of parking spaces for people with disabilities, Agreed
Article 18(2), point (a)(iv)				
312	(iv) contact information of the owner and operator of the recharging and refuelling station.	(iv) contact information of the owner and operator of the recharging and refuelling station.	(iv) contact information of the owner and operator of the recharging and refuelling station-,	(iv) contact information of the owner and operator of the recharging and refuelling station, Agreed
Article 18(2), point (a)(v)				
312a			(v) opening hours.	(v) opening hours. Agreed
Article 18(2), first subparagraph, point (b)				

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313	(b) further static data for publicly accessible recharging points operated by them:	(b) further static data for publicly accessible recharging points operated by them:	(b) further static data for publicly accessible recharging points operated by them:	(b) further static data for publicly accessible recharging points operated by them: Agreed
Article 18(2), point (b)(i)				
314	(i) identification (ID) codes, at least of the operator of the recharging point and mobility service providers offering services at that recharging point, as referred to in paragraph 1,	(i) identification (ID) codes, at least of the operator of the recharging point and mobility service providers offering services at that recharging point, as referred to in paragraph 1,	(i) identification (ID) codes, at least of the operator of the recharging point and mobility service providers offering services at that recharging point, as referred to in paragraph 1,	(i) identification (ID) codes, at least of the recharging point <u>operator</u> , Agreed
Article 18(2), point (b)(ii)				
315	(ii) type of connector,	(ii) type <u>and availability</u> of connector,	(ii) type of connector,	(ii) type of connector, Agreed
Article 18(2), point (b)(iii)				
316	(iii) type of current (AC/DC),	(iii) type of current (AC/DC),	(iii) type of current (AC/DC),	(iii) type of current (AC/DC), Agreed
Article 18(2), point (b)(iv)				
317				

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	(iv) power output (kW),	(iv) power output (kW) <u>in total and maximum individual power output</u> ,	(iv) power output (kW),.	(iv) <u>maximum</u> power output (kW) <u>of the recharging station</u> , Agreed
Article 18(2), point (b)(iva)				
317a		<u>(iva) accessibility for heavy-duty vehicles, including height, length and width restrictions of the recharging and refuelling points.</u>		<u>(iva) maximum power output (kW) of the recharging point.</u> Agreed
Article 18(2), first subparagraph, point (b)(ivb)				
317b				<u>(ivb) vehicle type compatibility.</u> Agreed
Article 18(2), first subparagraph, point (c)				
318	(c) dynamic data for all recharging and refuelling points operated by them:	(c) dynamic data for all recharging and refuelling points operated by them:	(c) dynamic data for all publicly accessible recharging points and refuelling points for alternative fuels operated by them:	(c) dynamic data for publicly accessible recharging points and refuelling points for alternative fuels operated by them: Agreed
Article 18(2), point (c)(i)				
319	(i) operational status	(i) operational status	(i) operational status	(i) operational status

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	(operational/out of order),	(operational/out of order),	(operational/out of order),	(operational/out of order), Agreed
Article 18(2), point (c)(ii)				
320	(ii) availability (in use/ not in use),	(ii) availability (in use/ not in use), <u>availability rate per relevant period of time (day/hours).</u>	(ii) availability (in use/ not in use),	(ii) availability (in use/ not in use), Agreed
Article 18(2), point (c)(iii)				
321	(iii) ad hoc price.	(iii) ad hoc price.	(iii) ad hoc price.	(iii) ad hoc price. Agreed
Article 18(2), point (c)(iiia)				
321a		<u>(iiia) when available, the share of renewable electricity and the greenhouse gas emissions content of the electricity supplied at recharging points,</u>		<u>(iiia) 100% of renewable electricity supplied.</u> Agreed
Article 18(2), point (c)(iiib)				
321b		<u>(iiib) enabled for bi-directional charging (yes/no).</u>		Agreed
Article 18(2), point (c)(iiic)				

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G	321c	<u>(iic) capability of smart charging.</u>		Agreed	G
Article 18(2), point (c)(iiid)					
G	321d	<u>(iiid) accepted payment methods.</u>		Agreed	G
Article 18(2), point (c)(iiie)					
G	321e	<u>(iiie) if applicable, price and time limit for parking.</u>		Agreed	G
Article 18(2), subparagraph 1a					
G	321f	<u>(ca) available languages on the display.</u>		Agreed	G
Article 18(2), subparagraph 1a					
G	321g	<u>(cb) Operators of publicly accessible recharging and refuelling points or, in accordance with the arrangement between them, the owners of those points, whilst in accordance with relevant Union law, shall not be obliged to disclose static or dynamic data that would result in</u>		Agreed	G

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>the disclosure of company confidential data, which may prejudice the interest of a company.</u>		
Article 18(2), second subparagraph				
321h			2a. The requirements laid down in point (c) shall not apply to publicly accessible recharging points that do not require payment for the recharging service.	<p>2a. The requirements laid down in point (c) shall not apply to publicly accessible recharging points that do not require payment for the recharging service.</p> <p>Agreed</p>
Article 18(2b)				
321i				<p>2b. <u>Each operator of publicly accessible recharging and refuelling points for alternative fuels, or, in accordance with the arrangement between them, the owner of those points, shall set up an Application Programme Interface (API) that provides free and unrestricted access to the data referred to in paragraph 2, and shall submit information on that API to the National Access Point. The API of each operator of recharging and refuelling points, or, in accordance with the</u></p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				<u>arrangement between them, the API of the owner of those points, shall comply with common technical requirements established by the Commission by means of a Delegated Act in accordance with Article 18(4) to enable an automated and uniform data exchange between the operators of publicly accessible recharging and refuelling points and data users.</u>
Article 18(3)				
322	<p>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 Council¹.</p> <p>1. 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).</p>	<p>3. Member States shall, <u>whilst in accordance with relevant Union law</u>, ensure the accessibility of data, <u>not including company confidential data which may prejudice the interest of a company</u>, 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 Council¹.</p> <p>1. 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</p>	<p>3. No later than 15 months after the date of application referred to in Article 24, Member States shall ensure that the data referred to in paragraph 2 is made accessible 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 Council¹ Points in accordance with the relevant provisions related to such data in Delegated Regulation (EU) 2022/670¹ and in compliance with the additional complementary</p>	<p>3. No later than 15 months after the date of application referred to in Article 24 <u>By 1 January 2025</u>, Member States shall ensure that the data referred to in paragraph 2 is made accessible on an open and non-discriminatory basis to all stakeholders <u>data users</u> through their National Access Points in accordance with the relevant provisions related to such data in Delegated Regulation (EU) 2022/670⁺ and in compliance with the additional complementary specifications that may be adopted in accordance with paragraph 4a. <u>Where Member States aggregate data under their National Access</u></p>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).	<p>specifications that may be adopted in accordance with paragraph 4a.</p> <p>1. 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) Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services, OJ L 122, 25.4.2022, p. 1.</p>	<p><u>Points, they may provide data to a common European access point by means of an API.</u></p> <p><i>1. Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services, OJ L 122, 25.4.2022, p. 1.</i></p>
Article 18(3a)				
322a		<p><u>3a. By 31 December 2026, the Commission shall establish a common European access point for alternative fuels data. In doing so, the Commission shall ensure full compliance with the provisions laid down in Directive XX-XXX [ITS Directive] and the Regulation XX-XXX on Multimodal digital mobility services. The common European access point shall fully build on the National Access Points connecting them with one</u></p>		<p><u>3a. By 1 January 2027, the Commission shall establish a common European access point that shall function as a data gateway facilitating the access to the data referred to in paragraph 2 from the different National Access Points. The Commission shall ensure that the common European access point is easily accessible and can be used by all data users, for example through the creation of a dedicated web portal.</u></p>

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		<p><u>another. It shall offer access to all data made available to the NAPs, ensuring that it is publicly available, on a non-discriminatory basis, to end users, other market participants and service providers for their use, subject to compliance with data protection requirements. The Commission shall ensure that the common European access point is made available to the public and easily accessible, for example through the creation of a dedicated web portal. The Commission shall ensure that the data contained in the common European access point on the availability and accessibility, including waiting times and the remaining alternative fuels capacity, of the refuelling and recharging points, is available through a publicly accessible, up-to-date, user-friendly and multilingual interface at EU level.</u></p>		
322b		<p><u>3b. Member States shall ensure that their National Access Points allow for an automated and uniform data exchange with the</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>common European access point and the operators of publicly accessible recharging and refuelling points, in accordance with the procedures and technical requirements to be established in accordance with paragraph 4.</u>		
Article 18(4)				
323	4. The Commission shall be empowered to adopt delegated acts in accordance with Article 17 to:	4. The Commission shall be empowered to adopt delegated acts in accordance with Article 17 ²⁰ to:	4. The Commission shall be empowered to adopt delegated acts in accordance with Article 17 ²⁰ to add to the data types specified in paragraph 2 additional data types concerning publicly accessible recharging points and refuelling points for alternative fuels or services inherently linked to such infrastructure that the operators of that infrastructure provide or outsource in view of technological developments or new services made available on the market.	4. The Commission shall be empowered to adopt delegated acts in accordance with Article 20 to add to the data types specified in paragraph 2 additional data types concerning publicly accessible recharging points and refuelling points for alternative fuels or services inherently linked to such infrastructure that the operators of that infrastructure provide or outsource in view of technological developments or new services made available on the market <u>and to adopt common technical requirements for a common application programme interface to enable an automated and uniform data exchange between the operators of publicly accessible recharging and refuelling points and data users.</u>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 18(4), point (a)				
324	(a) add additional data types to the ones specified in paragraph 2;	(a) add additional data types to the ones specified in paragraph 2;	<i>deleted</i>	
Article 18(4), point (b)				
325	(b) specify elements related to the data format, frequency and quality in which these data shall be made available;	(b) specify elements related to the data format, frequency and quality in which these data shall be made available;	<i>deleted</i>	
Article 18(4), point (c)				
326	(c) establish detailed procedures enabling the provision and exchange of data required pursuant to paragraph 2.	(c) establish detailed procedures <u>and technical requirements</u> enabling the <u>uniform European</u> provision and exchange of data required pursuant to paragraph <u>paragraphs 2, 3a and 3b</u> .	<i>deleted</i>	
Article 18(4a), first subparagraph, introductory part				
326a			4a. The Commission may, by means of implementing acts adopted in accordance with Article 21(2):	4a. The Commission may, by means of implementing acts adopted in accordance with Article 21(2):
Article 18(4a), point (a)				
326b				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			(a) adopt specifications, complementary to those set out in Delegated Regulation (EU) 2022/670, related to the data format, frequency and quality in which the data referred to in paragraph 2 and in the delegated acts adopted on the basis of paragraph 4 shall be made available;	(a) adopt specifications, complementary to those set out in Delegated Regulation (EU) 2022/670, related to the data format, frequency and quality in which the data referred to in paragraph 2 and in the delegated acts adopted on the basis of paragraph 4 shall be made available;
Article 18(4a), point (b)				
326c			(b) establish detailed procedures enabling the availability and accessibility of data required pursuant to this Article.	(b) establish detailed procedures enabling the availability and accessibility of data required pursuant to this Article.
Article 18(4a), second subparagraph				
326d			4b. The implementing acts adopted on the basis of this paragraph shall be without prejudice to Directive 2010/40/EU and the delegated and implementing acts adopted on the basis thereof.	<u>4b.</u> The implementing acts adopted on the basis of this paragraph shall be without prejudice to Directive 2010/40/EU and the delegated and implementing acts adopted on the basis thereof.
Article 18(5)				
326e			5. The delegated and	5. The delegated and

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			implementing acts referred to in paragraph 4 and 4a shall provide for reasonable transitional periods before the provisions contained therein, or amendments thereof, become binding on the operators or owners of recharging points and refuelling points for alternative fuels.	implementing acts referred to in paragraph <u>2b</u> , 4 and 4a shall provide for reasonable transitional periods before the provisions contained therein, or amendments thereof, become binding on the operators or owners of recharging points and refuelling points for alternative fuels.
Article 19				
327	Article 19 Common technical specifications	Article 19 Common technical specifications	Article 19 Common technical specifications	Article 19 Common technical specifications Agreed
Article 19(1)				
328	1. Normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date referred to in Article 24, shall comply at least with the technical specifications set out in point 1.1 of Annex II.	1. Normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date referred to in Article 24, shall comply at least with the technical specifications set out in point 1.1 of Annex II.	1. Normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date referred to in Article 24, shall comply at least with the technical specifications set out in point 1.1 of Annex II Annex II shall be complied with.	1. The technical specifications set out in Annex II shall be complied with. Agreed
Article 19(2)				

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G	329	2. High power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date referred to in Article 24 shall comply at least with the technical specifications set out in point 1.2 of Annex II.	deleted	Agreed
Article 19(3)				
G	330	3. Publicly accessible hydrogen refuelling points deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in points 3.1, 3.2, 3.3, and 3.4 of Annex II.	deleted	Agreed
Article 19(3a)				
G	330a	<u>3a. Publicly accessible ammonia refuelling points deployed or renewed from [date of entry into force of this Regulation] shall comply with the technical specifications set out in points 7.1 and 7.2 of Annex II.</u>		Agreed
Article 19(4)				

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331	4. Shore-side electricity supply installations for maritime transport, deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in points 4.1 and 4.2 of Annex II.	4. Shore-side electricity supply installations for maritime transport, deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in points 4.1 and 4.2 of Annex II.	<i>deleted</i>	Agreed
<i>Article 19(5)</i>				
332	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.	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.	<i>deleted</i>	Agreed
<i>Article 19(6)</i>				
333	6. In accordance with Article 10 of Regulation (EU) No 1025/2012, the Commission may request European standardisation organisations to draft European standards defining technical specifications for areas referred to in Annex II to this Regulation for which no common technical specifications have been adopted by the Commission.	6. In accordance with Article 10 of Regulation (EU) No 1025/2012, the Commission may request European standardisation organisations to draft European standards defining technical specifications for areas referred to in Annex II to this Regulation for which no common technical specifications have been adopted by the Commission.	6. In accordance with Article 10 of Regulation (EU) No 1025/2012, the Commission may request European standardisation organisations to draft European standards defining technical specifications for areas referred to in Annex II to this Regulation for which no common technical specifications have been adopted by the Commission.	6. In accordance with Article 10 of Regulation (EU) No 1025/2012, the Commission may request European standardisation organisations to draft European standards defining technical specifications for areas referred to in Annex II to this Regulation for which no common technical specifications have been adopted by the Commission.

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				Agreed
	Article 19(7), first subparagraph, introductory part			
334	7. The Commission shall be empowered to adopt delegated acts in accordance with Article 17 to:	7. The Commission shall be empowered to adopt delegated acts in accordance with Article 17 ²⁰ to:	7. The Commission shall be empowered to adopt delegated acts in accordance with Article 17 ²⁰ to amend and supplement Annex II:	7. The Commission shall be empowered to adopt delegated acts in accordance with Article 20 to amend and supplement Annex II: Agreed
	Article 19(7), point (a)			
335	(a) supplement this Article with common technical specifications, to enable full technical interoperability of the recharging and refuelling infrastructure in terms of physical connections and communication exchange for the areas listed in Annex II;	(a) supplement this Article with common technical specifications, to enable full technical interoperability of the recharging and refuelling infrastructure in terms of physical connections and communication exchange for the areas listed in Annex II;	(a) supplement this Article with common by introducing the technical specifications for the areas listed in that Annex to enable full technical interoperability of the recharging and refuelling infrastructure in terms of physical connections and communication exchange for the areas listed in Annex II exchanges and access for people with reduced mobility for those areas;	(a) <u>amend Annex II</u> by introducing the technical specifications for the areas listed in that Annex to enable full technical interoperability of the recharging and refuelling infrastructure in terms of physical connections, communication exchanges and access for people with reduced mobility for those areas; Agreed
	Article 19(7), point (b)			
336	(b) amend Annex II by updating the references to the standards referred to in the technical	(b) amend Annex II by updating the references to the standards referred to in the technical	(b) amend Annex II by updating the references to the standards referred to in the technical	(b) <u>amend Annex II</u> by updating the references to the standards referred to in the technical

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	specifications set out in that Annex.	specifications set out in that Annex <u>at the latest six months after their technical adoption.</u>	specifications set out in that Annex.	specifications set out in that Annex, <u>without undue delay and at the latest 12 months after the adoption of the relevant standards.</u> Agreed
Article 19(7), second subparagraph				
336a			7a. When such delegated acts are to apply to existing infrastructures those acts shall be based on a cost-benefit analysis, submitted to the European Parliament and the Council together with those delegated acts.	<u>7a.</u> When such delegated acts are to apply to existing infrastructures those acts shall be based on a cost-benefit analysis, submitted to the European Parliament and the Council together with those delegated acts. Agreed
Article 19(7), third subparagraph				
336b				<u>7b. In case European Standards setting technical specifications of a fuel containing labelling provisions for compliance with the standards in question and defining a graphical expression including colour coding schemes are developed after the adoption by the Commission of an implementing act pursuant to</u>

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				<p><u>Article 17(4)b), the delegated acts adopted pursuant to this paragraph shall indicate which of those standards or implementing acts shall apply and, where appropriate, repeal the relevant implementing acts.</u></p> <p>Agreed</p>
	Article 19(8)			
G	336c		<p>8. The delegated acts referred to in paragraph 7 shall provide for reasonable transitional periods before the technical specifications contained therein, or amendments thereof, become binding on the infrastructure.</p>	<p>8. The delegated acts referred to in paragraph 7 shall provide for reasonable transitional periods before the technical specifications contained therein, or amendments thereof, become binding on the infrastructure.</p> <p>Agreed</p>
	Article 20			
G	337	Article 20 Exercise of the delegation	Article 20 Exercise of the delegation	<p>Article 20 Exercise of the delegation</p> <p>Agreed</p>
	Article 20(1)			
G	338			

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article. Agreed
Article 20(2)				
339	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 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.	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 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.	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 of application as 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 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.	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 of application as 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 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. date of application Agreed

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Article 20(3)				
340	3. The delegation of power referred in Articles 18 and 19 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	3. The delegation of power referred in Articles 18 and 19 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	3. The delegation of power referred in Articles 18 and 19 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	3. The delegation of power referred in Articles 18 and 19 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force. Agreed
Article 20(3a)				
340a			3a. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.	3a. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. Agreed

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 20(4)				
341	4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council. Agreed
Article 20(5)				
342	5. A delegated act adopted pursuant to Articles 18 and 19 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by three months at the initiative of the European Parliament or of the Council.	5. A delegated act adopted pursuant to Articles 18 and 19 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by three months at the initiative of the European Parliament or of the Council.	5. A delegated act adopted pursuant to Articles 18 and 19 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by three months at the initiative of the European Parliament or of the Council.	5. A delegated act adopted pursuant to Articles 18 and 19 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by three months at the initiative of the European Parliament or of the Council. Agreed
Article 21				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
343	Article 21 Committee procedure	Article 21 Committee procedure	Article 21 Committee procedure	Article 21 Committee procedure Agreed
Article 21(1)				
344	1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011. Agreed
Article 21(2)				
345	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply. Agreed
Article 21(3)				

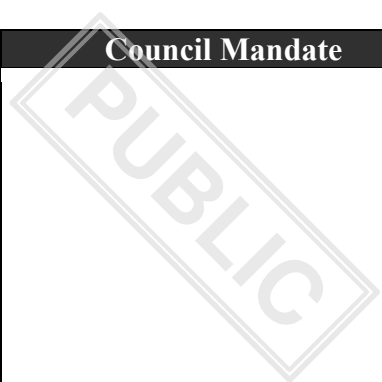
	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
346	3. Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	3. Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	deleted	Agreed
346a		<u>Article 21a</u> <u>Compensatory regulatory reduction</u>		
346b		<u>The Commission shall present, at the latest one year after the entry into force of this Regulation, and in line with its communication on the application of the 'one in, one out' principle', proposals offsetting the regulatory burdens introduced by this Regulation, through the revision or abolishment of provisions in other EU Regulations that generate unnecessary compliance costs in the affected sectors.</u>		

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		<u>1. EC press release on the working methods of the von der Leyen Commission, 4 December 2019.</u>		
Article 22				
347	Article 22 Review	Article 22 Review	Article 22 Review	Article 22 Review
Article 22(1)				
348	By 31 December 2026, the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it.	<u>1. The Commission shall monitor the progress made towards achieving the implementation of the Regulation.</u> By 31 December 2026, the Commission shall review this Regulation, <u>paying special attention to the appropriateness of the targets and infrastructure requirements set within this Regulation. If it finds that one or more provisions are not</u> and, where appropriate <u>any more or new technologies have emerged, the Commission shall</u> –submit a proposal to amend #this <u>Regulation. As part of this review, the Commission shall particularly consider the following:</u>	1. By 31 December 20262024, the Commission shall review the provisions of this Regulation related to heavy-duty vehicles, and, where appropriate, submit a proposal to amend this Regulation. In support of this review, the Commission shall submit to the European Parliament and to the Council a technology and market readiness report dedicated to heavy-duty vehicles. This report shall take into account the first indications of the preferences of the market. It shall also consider the technological and standard developments achieved by that date and those expected in the short term, in particular	1. By 31 December 2024, the Commission shall review the provisions of this Regulation related to heavy-duty vehicles, and, where appropriate, submit a proposal to amend this Regulation. In support of this review, the Commission shall submit to the European Parliament and to the Council a technology and market readiness report dedicated to heavy-duty vehicles. This report shall take into account the first indications of the preferences of the market. It shall also consider the technological and standard developments achieved by that date and those expected in the short term, in particular regarding recharging and refuelling standards

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
			regarding recharging and refuelling standards and technologies such as high power recharging standards, electric road systems (ERS) and liquid hydrogen. Regarding hydrogen refuelling stations, the Commission shall further assess the date referred to in Article 6(1) in light of the technology and market developments, the need to specify a minimum capacity for those stations, as well as the relevance and date to extend the requirements to deploy hydrogen refuelling stations to the TEN-T comprehensive network it .	and technologies such as high power recharging standards, electric road systems (ERS) and liquid hydrogen. Regarding hydrogen refuelling stations, the Commission shall further assess the date referred to in Article 6(1) in light of the technology and market developments, the need to specify a minimum capacity for those stations, as well as the relevance and date to extend the requirements to deploy hydrogen refuelling stations to the TEN-T comprehensive network.
Article 22(1), first indent				
348a		<u>- to decrease the gross tonnage threshold, laid down in Article 9 of this Regulation, to 400, as well as extending these provisions to apply also to all remaining types of ships falling under the scope of Regulation XXXX-XXX FuelEU Maritime;</u>		
Article 22(1), second indent				
348b				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>- to introduce into this Regulation appropriate targets for the infrastructure required to power electric and hydrogen propulsion aircrafts;</u>		
Article 22(1), third indent				
348c		<u>- the technological advancement of electric road systems such as contactless inductive charging or overhead line technology and whether the deployment of such infrastructure may impact the deployment of publicly accessible recharging infrastructure and, if appropriate, any consequential adjustment is required of the charging infrastructure deployment targets of this Regulation. As part of this assessment, the Commission shall specifically consider the possibility for Member States to account electric road systems towards the achievement of the total power output targets for light commercial vehicles set out in Article 3 and for heavy commercial vehicles set out in Article 4.</u>		

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 22(2)				
348d			<p>2. By 31 December 2026 and then every five years, the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it. The Commission shall in particular review whether the electronic means of payment referred to in Article 5(2) are still appropriate. It shall also assess whether the traffic thresholds referred to in Article 3 (2b) and (2c), and in Article 4 (1c) and (1d), are still relevant given the expected increase of the share of battery electric vehicles compared to the total fleet of vehicles circulating in the Union.</p>	<p><u>2. The Commission shall report to the European Parliament and the Council, by 31 December 2026 and then 202x and every five years thereafter, the results of an evaluation on the functioning of; the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it on the evolution of the technologies for alternative fuels.</u></p> <p><u>In its report,</u> the Commission shall <u>assess</u> in particular review whether the electronic means of payment referred to in Article 5(2) are still appropriate. It shall also assess, <u>but not limited to, the following elements:</u></p> <p><u>(a)</u> whether the traffic thresholds referred to in Article 3 (2b) and (2c), and in Article 4 (1c) and (1d), are still relevant given the expected increase of the share of battery electric vehicles compared to the total fleet of vehicles circulating in the Union;</p> <p><u>(b) whether the electronic means of payments referred to in Article</u></p>



	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
				<u>5(2) are still appropriate;</u> <u>(c) a possible decrease of the gross tonnage threshold, laid down in Article 9 of this Regulation, as well as a possible extension to other ship types;</u> <u>(d) the current state and future development of the market for hydrogen and electric propulsion aviation;</u> <u>(e) the effects of this Regulation as regards the potential and the magnitude of carbon leakage.</u> list has been reorganised, to list the issues chronological, as they relate to the relevant articles.
Article 23				
349	Article 23 THIS ARTICLE IS MISSING. THANK YOU FOR USING ANOTHER LANGUAGE.	Article 23 THIS ARTICLE IS MISSING. THANK YOU FOR USING ANOTHER LANGUAGE. <u>Repeal</u>	Article 23 THIS ARTICLE IS MISSING. THANK YOU FOR USING ANOTHER LANGUAGE. <u>Repeal</u>	Article 23 Repeal Agreed
Article 23(1)				
350	1. Repeal Directive 2014/94/EU is repealed from the date referred to	1. Repeal Directive 2014/94/EU is repealed from the date referred to	1. Repeal Directive 2014/94/EU is, Commission Delegated	1. Directive 2014/94/EU , Commission Delegated Regulation

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	in Article 24.	in Article 24.	Regulation (EU) 2019/1745 and Commission Delegated Regulation (EU) 2021/1444 are repealed with effect from the date of application referred to in Article 24.	(EU) 2019/1745 and Commission Delegated Regulation (EU) 2021/1444 are repealed with effect from the date of application referred to in Article 24. Agreed
Article 23(2)				
351	2. References to Directive 2014/94/EU shall be construed as references to this Regulation and shall be read in accordance with the correlation table laid down in Annex IV.	2. References to Directive 2014/94/EU shall be construed as references to this Regulation and shall be read in accordance with the correlation table laid down in Annex IV.	2. References to Directive 2014/94/EU shall be construed as references to this Regulation and shall be read in accordance with the correlation table laid down in Annex IV.	2. References to Directive 2014/94/EU shall be construed as references to this Regulation and shall be read in accordance with the correlation table laid down in Annex IV. Agreed
Article 24				
352	Article 24 Entry into force	Article 24 Entry into force	Article 24 Entry into force	Article 24 Entry into force
Article 24, first paragraph				
353	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Article 24, second paragraph				
353a			It shall apply from 6 months after entry into force.	
Article 24, third paragraph				
354	This Regulation shall be binding in its entirety and directly applicable in all Member States.	This Regulation shall be binding in its entirety and directly applicable in all Member States.	This Regulation shall be binding in its entirety and directly applicable in all Member States.	This Regulation shall be binding in its entirety and directly applicable in all Member States.
Formula				
355	Done at Brussels,	Done at Brussels,	Done at Brussels,	Done at Brussels,
Formula				
356	For the European Parliament	For the European Parliament	For the European Parliament	For the European Parliament
Formula				
357	The President	The President	The President	The President
Formula				
358	For the Council	For the Council	For the Council	For the Council

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Formula				
359	The President	The President	The President	The President
Annex I				
359.1	Annex I			
Annex I, first heading				
360	Reporting	Reporting	Reporting	Reporting
Annex I, first paragraph				
361	The progress report referred to in Article 14(1) of the Regulation shall include at least the following elements:	The progress report referred to in Article 14(1) of the Regulation shall include at least the following elements:	The national progress report referred to in Article 14(1) of the Regulation shall include at least the following elements:	The national progress report referred to in Article 14(1) of the Regulation shall include at least the following elements:
Annex I, first paragraph, point (1)				
362	1. target setting	1. target setting	1. target setting	1. target setting
Annex I, first paragraph, point (1)(a)				
363	(a) vehicle uptake projections for 31 December of the years 2025, 2030 and 2035 for:	(a) vehicle uptake projections for 31 December of the years 2025, <u>2027, 2030, 2032</u> 2030 and 2035 for:	(a) vehicle uptake projections for 31 December of the years 2025, 2030 and 2035 for:	(a) vehicle uptake projections for 31 December of the years 2025, 2030 and 2035 for:

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Annex I, first indent				
364	- light-duty road vehicles separately for battery electric, plug in hybrid, and hydrogen;	- light-duty road vehicles separately for battery electric, plug in hybrid, and hydrogen;	- light-duty road vehicles separately for battery electric, plug in hybrid, and hydrogen;	- light-duty road vehicles separately for battery electric, plug in hybrid, and hydrogen;
Annex I, second indent				
365	- heavy-duty road vehicles, separately for battery electric and hydrogen;	- heavy-duty road vehicles, separately for battery electric and hydrogen;	- heavy-duty road vehicles, separately for battery electric and hydrogen;	- heavy-duty road vehicles, separately for battery electric and hydrogen;
Annex I, first paragraph, point (1)(b)				
366	(b) targets for 31 December 2025, 2030 and 2035 for:	(b) targets for 31 December 2025, <u>2027, 2030, 2032</u> 2030 and 2035 for:	(b) targets for 31 December 2025, 2030 and 2035 for:	(b) targets for 31 December 2025, 2030 and 2035 for:
Annex I, first indent				
367	- electric recharging infrastructure for light-duty vehicles: number of recharging stations and power output (classification of recharging stations following Annex III to this Regulation);	- electric recharging infrastructure for light-duty vehicles: number of recharging stations and power output (classification of recharging stations following Annex III to this Regulation);	- electric recharging infrastructure for light-duty vehicles: number of recharging stations and power output (classification of recharging stations following Annex III to this Regulation);	- electric recharging infrastructure for light-duty vehicles: number of recharging stations and power output (classification of recharging stations following Annex III to this Regulation);
Annex I, second indent				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
368	- development of recharging stations for light-duty vehicles not accessible to the public;	- development of recharging stations for light-duty vehicles not accessible to the public;	- development of recharging stations for light-duty vehicles not accessible to the public, if applicable ;	- development of recharging stations for light-duty vehicles not accessible to the public, if applicable;
Annex I, third indent				
369	- electric recharging infrastructure for heavy-duty vehicles: number of recharging stations and power output;	- electric recharging infrastructure for heavy-duty vehicles: number of recharging stations and power output;	- electric recharging infrastructure for heavy-duty vehicles: number of recharging stations and power output;	- electric recharging infrastructure for heavy-duty vehicles: number of recharging stations and power output;
Annex I, fourth indent				
370	- development of recharging stations for heavy-duty vehicles not accessible to the public;	- development of recharging stations for heavy-duty vehicles not accessible to the public;	- development of recharging stations for heavy-duty vehicles not accessible to the public, if applicable ;	- development of recharging stations for heavy-duty vehicles not accessible to the public, if applicable;
Annex I, fifth indent				
371	- hydrogen refuelling stations: number of refuelling stations, capacity of the refuelling stations and connector provided;	- hydrogen refuelling stations: number of refuelling stations, capacity of the refuelling stations and connector provided;	- hydrogen refuelling stations: number of refuelling stations, capacity of the refuelling stations and connector provided;	- hydrogen refuelling stations: number of refuelling stations, capacity of the refuelling stations and connector provided;
Annex I, sixth indent				
372	- LNG road refuelling stations:	- LNG road refuelling stations:	- LNG road refuelling stations for	- road refuelling stations for

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	number of refuelling stations and capacity of stations;	number of refuelling stations and capacity of stations;	liquefied methane : number of refuelling stations and capacity of stations;	liquefied methane: number of refuelling stations and capacity of stations;
Annex I, seventh indent				
373	- LNG refuelling points at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;	- LNG, hydrogen and ammonia refuelling points at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;	- LNG-refuelling points for liquefied methane at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;	- refuelling points for liquefied methane at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port; as there is no target for hydrogen and ammonia, this should not be included
Annex I, eighth indent				
374	- Shore side electricity supply at maritime ports of the TEN-T core and TEN-T comprehensive network, including exact location (port) and capacity of each installation within the port;	- Shore side electricity supply at maritime ports of the TEN-T core and TEN-T comprehensive network, including exact location (port), grid capacity , and capacity of each installation within the port;	- Shore-side shore-side electricity supply at maritime ports of the TEN-T core and TEN-T comprehensive network, including exact location (port) and capacity of each installation within the port;	- shore-side electricity supply at maritime ports of the TEN-T core and TEN-T comprehensive network, including exact location (port) and capacity of each installation within the port; grid aspects are reported via Article 14(5)
Annex I, ninth indent				
375	- shore-side electricity supply at	- shore-side electricity supply at	- shore-side electricity supply at	- shore-side electricity supply at

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	inland waterway ports of the TEN-T core and TEN-T comprehensive network including location (port) and capacity;	inland waterway ports of the TEN-T core and TEN-T comprehensive network including location (port) and capacity;	inland waterway ports of the TEN-T core and TEN-T comprehensive network including location (port) and capacity;	inland waterway ports of the TEN-T core and TEN-T comprehensive network including location (port) and capacity;
Annex I, tenth indent				
376	- electricity supply for stationary aircraft, number of installations per airport of the TEN-T core and TEN-T comprehensive network;	- electricity supply for stationary aircraft, number of installations per airport of the TEN-T core and TEN-T comprehensive network;	- electricity supply for stationary aircraft, number of installations per airport of the TEN-T core and TEN-T comprehensive network;	- electricity supply for stationary aircraft, number of installations per airport of the TEN-T core and TEN-T comprehensive network;
Annex I, eleventh indent				
377	- other national targets and objectives for which no EU wide mandatory national targets exist. For alternative fuels infrastructure in ports, airports and for rail the location and capacity/size of the installation has to be reported;	- other national targets and objectives for which no EU wide mandatory national targets exist. For alternative fuels infrastructure in ports, airports and for rail the location and capacity/size of the installation has to be reported;	- other national targets and objectives for which no EU wide mandatory national targets exist, if applicable . For alternative fuels infrastructure in ports, airports and for rail the location and capacity/size of the installation has to be reported;	- other national targets and objectives for which no EU wide mandatory national targets exist, if applicable. For alternative fuels infrastructure in ports, airports and for rail the location and capacity/size of the installation has to be reported;
Annex I, eleventh indent a				
377a		<u>- electric recharging infrastructure for L-category vehicles: number of recharging stations and power output.</u>		only if we would agree on a target for L-category vehicles

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
377b		<u>- the information on recharging stations in indents 1 to 4 shall be disaggregated for normal, smart and bi-directional charging capability.</u>		
Annex I, point (2)				
378	2. utilisation rates: for the categories under point 1(b), reporting the utilisation of that infrastructure;	2. utilisation rates: for the categories under point 1(b), reporting the utilisation of, <u>and expected future demand for</u> , that infrastructure;	2. utilisation rates: for the categories under point 1(b), reporting the utilisation of that infrastructure;	
Annex I, first paragraph, point (3)				
379	3. the level of achievement of the national objectives reported for the deployment of alternative fuels in the different transport modes (road, rail, water and air):	3. the level of achievement of the national objectives reported for the deployment of alternative fuels in the different transport modes (road, rail, water and air):	3. the level of achievement of the national objectives targets reported for the deployment of alternative fuels in the different transport modes (road, rail, water and air):	3. the level of achievement of the targets reported for the deployment of alternative fuels in the different transport modes (road, rail, water and air):
Annex I, first indent				
380	- 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),	- 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),	- level of achievement of the infrastructure deployment targets as referred to in point 1(b) for all transport modes, if applicable , in particular for electric recharging stations, electric road system (if	- level of achievement of the infrastructure deployment targets as referred to in point 1(b) for all transport modes, if applicable, in particular for electric recharging stations, electric road system (if

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	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;	hydrogen refuelling stations, shore-side electricity supply in maritime and inland waterway ports, LNG, <u>hydrogen and ammonia</u> 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;	applicable), hydrogen refuelling stations, shore-side electricity supply in maritime and inland waterway ports, LNG liquefied methane 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;	applicable), hydrogen refuelling stations, shore-side electricity supply in maritime and inland waterway ports, liquefied methane bunkering at TEN-T core maritime ports, other alternative fuels infrastructure in ports, electricity supply to stationary aircrafts; there is no target for hydrogen and ammonia
Annex I, second indent				
381	- for recharging points, specifying the ratio of public to private infrastructure;	- for recharging points, specifying the ratio of public to private infrastructure;	- for recharging points, specifying the ratio of public to private infrastructure;	- for recharging points, specifying the ratio of public to private infrastructure;
Annex I, third indent				
382	- alternative fuels infrastructure deployment within urban nodes;	- alternative fuels infrastructure deployment within urban nodes <u>and multimodal transport hubs</u> ;	- alternative fuels infrastructure deployment within urban nodes;	- alternative fuels infrastructure deployment within urban nodes; there is no target for multimodal transport hubs
Annex I, third indent a				
382a		- <u>measures to ensure that the expansion of publicly accessible</u>		Annex I is about targets, not measures

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
		<u>recharging and refuelling points, as well as alternative fuel powered transport options, in particular public transport, are affordable and accessible for vulnerable consumers and those at risk of, or in, energy poverty;</u>		
Annex I, third indent b				
382b			(3a) the review of the derogation pursuant to Article 3(2b);	(3a) the review of the derogation pursuant to Article 3 (2b) , <u>paragraphs 2b, 2c and 2d</u> ; also the derogations in (2c) and (2d) should be reviewed in the national progress report.
Annex I, point (4)				
383	4. legal measures: information on legal measures, which may consist of legislative, regulatory or administrative measures to support the build-up of alternative fuels infrastructure, such as building permits, parking lot permits, certification of the environmental performance of businesses and fuel stations concessions;	4. legal measures: information on legal measures, which may consist of legislative, regulatory or administrative measures to support the build-up of alternative fuels infrastructure, such as building permits, parking lot permits, certification of the environmental performance of businesses and fuel stations concessions;	4. legal measures: information on legal measures, which may consist of legislative, regulatory or administrative measures to support the build-up of alternative fuels infrastructure, such as building permits, parking lot permits, certification of the environmental performance of businesses and fuel refuelling stations concessions;	4. legal measures: information on legal measures, which may consist of legislative, regulatory or administrative measures to support the build-up of alternative fuels infrastructure, such as building permits, parking lot permits, certification of the environmental performance of businesses and refuelling stations concessions;

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Annex I, first paragraph, point (5)				
384	5. information on the policy measures supporting the implementation of the national policy framework, including:	5. information on the policy measures supporting the implementation of the national policy framework, including:	5. information on the policy measures supporting the implementation of the national policy framework, including:	5. information on the policy measures supporting the implementation of the national policy framework, including:
Annex I, first indent				
385	- direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure;	- direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure;	- direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure;	- direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure;
Annex I, second indent				
386	- availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure;	- availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure;	- availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure;	- availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure;
Annex I, third indent				
387	- use of public procurement in support of alternative fuels, including joint procurement;	- use of public procurement in support of alternative fuels, including joint procurement;	- use of public procurement in support of alternative fuels, including joint procurement;	- use of public procurement in support of alternative fuels, including joint procurement;
Annex I, fourth indent				
388	- demand-side non-financial	- demand-side non-financial	- demand-side non-financial	- demand-side non-financial

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	incentives, for example preferential access to restricted areas, parking policy and dedicated lanes;	incentives, for example preferential access to restricted areas, parking policy and dedicated lanes;	incentives, for example preferential access to restricted areas, parking policy and dedicated lanes;	incentives, for example preferential access to restricted areas, parking policy and dedicated lanes;
Annex I, first paragraph, point (6)				
389	6. public deployment and manufacturing support, including:	6. public deployment and manufacturing support, including:	6. public deployment and manufacturing support, including:	6. public deployment and manufacturing support, including:
Annex I, first indent				
390	- annual public budget allocated for alternative fuels infrastructure deployment, broken down by alternative fuel and by transport mode (road, rail, water and air);	- annual public budget allocated for alternative fuels infrastructure deployment, broken down by alternative fuel and by transport mode (road, rail, water and air);	- annual public budget allocated for alternative fuels infrastructure deployment, broken down by alternative fuel and by transport mode (road, rail, water and air);	- annual public budget allocated for alternative fuels infrastructure deployment, broken down by alternative fuel and by transport mode (road, rail, water and air);
Annex I, second indent				
391	- annual public budget allocated to support manufacturing plants for alternative fuels technologies, broken down by alternative fuel and by transport mode;	- annual public budget allocated to support manufacturing plants for alternative fuels technologies, broken down by alternative fuel and by transport mode;	- annual public budget allocated to support manufacturing plants for alternative fuels technologies, broken down by alternative fuel and by transport mode ;	- annual public budget allocated to support manufacturing plants for alternative fuels technologies, broken down by alternative fuel;
Annex I, third indent				
392	- consideration of any particular needs during the initial phase of	- consideration of any particular needs during the initial phase of	- consideration of any particular needs during the initial phase of	- consideration of any particular needs during the initial phase of

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	the deployment of alternative fuels infrastructures;	the deployment of alternative fuels infrastructures;	the deployment of alternative fuels infrastructures;	the deployment of alternative fuels infrastructures;
Annex I, point (7)				
393	7. research, technological development and demonstration (RTD&D): annual public budget allocated to support alternative fuels RTD&D, broken down by fuel and its origin, differentiating between fossil and renewable forms, and by transport mode.	7. research, technological development and demonstration (RTD&D): annual public budget allocated to support alternative fuels RTD&D, broken down by fuel and its origin, differentiating between fossil and renewable forms, and by transport mode.	7. research, technological development and demonstration (RTD&D): annual public budget allocated to support alternative fuels RTD&D, broken down by fuel and its origin, differentiating between fossil and renewable forms, and by transport mode.	7. research, technological development and demonstration (RTD&D): annual public budget allocated to support alternative fuels RTD&D.
Annex I, point (7) a				
393a		<u>(7a) explanation of how the 'energy efficiency first' principle has been taken into utmost account for vehicle uptake projections, target setting, estimation of utilisation rates, the development and implementation of policy measures supporting the national policy framework and the associated public investments.</u>		out of the AFIR scope
Annex II				
393.1	Annex II			

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	Annex II, first heading			
394	Technical specifications	Technical specifications	Technical specifications	Technical specifications Agreed
	Annex II, 1			
395	1 1. Technical specifications for electricity supply for road transport	1 1. Technical specifications for electricity supply for road transport	1 4.—Technical specifications for electricity supply for road transport	1 Technical specifications for electricity supply for road transport Agreed
	Annex II, 1, point (1.1), introductory part			
396	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.	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.	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.	1.1. Normal power recharging points for motor vehicles: Agreed
	Annex II, 1, point (1.1), first indent			
396a			- alternating current (AC) normal power recharging points	- alternating current (AC) normal power recharging points for

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			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;	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; Agreed
Annex II, 1, point (1.1), second indent				
396b			- direct current (DC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system 'Combo 2' as described in standard EN 62196-3:2014.	- direct current (DC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system 'Combo 2' as described in standard EN 62196-3:2014. Agreed
Annex II, point (1.2)				
397	1.2. High power recharging points for motor vehicles:	1.2. High power recharging points for motor vehicles:	1.2. High power recharging points for motor vehicles:	1.2. High power recharging points for motor vehicles: Agreed
Annex II, first indent				
398	- alternating current (AC) high	- alternating current (AC) high	- alternating current (AC) high	- alternating current (AC) high

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	power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of Type 2 as described in standard EN 62196-2:2017;	power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of Type 2 as described in standard EN 62196-2:2017;	power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of Type 2 as described in standard EN 62196-2:2017;	power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of Type 2 as described in standard EN 62196-2:2017; Agreed
Annex II, second indent				
399	- direct current (DC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system ‘Combo 2’ as described in standard EN 62196-3:2014.	- direct current (DC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system ‘Combo 2’ as described in standard EN 62196-3:2014.	- direct current (DC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system ‘Combo 2’ as described in standard EN 62196-3:2014.	- direct current (DC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system ‘Combo 2’ as described in standard EN 62196-3:2014. Agreed
Annex II, point (1.3)				
400	1.3. Wireless recharging points for motor vehicles as specified by Commission Delegated Regulation (EU) 2021/ [...] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless recharging points for	1.3. Wireless recharging points for motor vehicles as specified by Commission Delegated Regulation (EU) 2021/ [...] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless recharging points for	<i>deleted</i>	Agreed

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	motor vehicles .	motor vehicles .		
Annex II, 1, point (1.4), introductory part				
401	1.4. Recharging points for L-category motor vehicles as specified by Commission Delegated Regulation (EU) 2019/1745.	1.4. Recharging points for L-category motor vehicles as specified by Commission Delegated Regulation (EU) 2019/1745.	1.4. Recharging points for L-category motor vehicles as specified by Commission Delegated Regulation (EU) 2019/1745.:	1.4. Recharging points for L-category motor vehicles: Agreed
Annex II, 1, point (1.4), first indent				
401a			<p>- The publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles up to 3,7 kW shall be equipped, for interoperability purposes, with at least one of the following:</p> <p>a) Socket-outlets or vehicle connectors of Type 3A as described in standard EN 62196-2:2017 (for Mode 3 charging);</p> <p>b) Socket-outlets compliant with IEC 60884-1:2002 +A1:2006 +A2:2013 (for Mode 1 or Mode 2 charging);</p>	<p>- The publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles up to 3,7 kW shall be equipped, for interoperability purposes, with at least one of the following:</p> <p>a) Socket-outlets or vehicle connectors of Type 3A as described in standard EN 62196-2:2017 (for Mode 3 charging);</p> <p>b) Socket-outlets compliant with IEC 60884-1:2002 +A1:2006 +A2:2013 (for Mode 1 or Mode 2 charging);</p> <p>Agreed</p>
Annex II, 1, point (1.4), second indent				

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401b			<p>- The publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles above 3,7 kW shall be equipped, for interoperability purposes, with at least socket-outlets or vehicle connectors of Type 2 as described in standard EN 62196-2:2017.</p>	<p>- The publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles above 3,7 kW shall be equipped, for interoperability purposes, with at least socket-outlets or vehicle connectors of Type 2 as described in standard EN 62196-2:2017.</p> <p>Agreed</p>
Annex II, point (1.5)				
402	1.5. Recharging points for electric buses as specified by Commission Delegated Regulation (EU) 2021/ [...] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless recharging points for motor vehicles .	1.5. Recharging points for electric buses as specified by Commission Delegated Regulation (EU) 2021/ [...] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless recharging points for motor vehicles .	<p>1.5. Recharging points for electric buses as specified by Commission Delegated Regulation (EU) 2021/ [...] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless recharging points for motor vehicles .</p> <p>Normal and high power recharging points for electric buses:</p>	<p>1.5. Normal and high power recharging points for electric buses:</p> <p>Agreed</p>
Annex II, 1, point (1.5), first indent				
402a			<p>- alternating current (AC) normal and high power recharging points for electric buses shall be equipped at least</p>	<p>- alternating current (AC) normal and high power recharging points for electric buses shall be equipped at least with connectors of Type 2</p>

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			with connectors of Type 2 as described in standard EN 62196-2:2017.	as described in standard EN 62196-2:2017. Agreed
Annex II, 1, point (1.5), second indent				
402b			- direct current (DC) normal and high power recharging points for electric buses shall be equipped at least with connectors of the combined charging system 'Combo 2' as described in standard EN 62196-3:2014.	- direct current (DC) normal and high power recharging points for electric buses shall be equipped at least with connectors of the combined charging system 'Combo 2' as described in standard EN 62196-3:2014. Agreed
Annex II, 1, point (1.5a)				
402c			1.5a Contact interface automated device for electric buses on conductive recharging in mode 4, according to EN 61851-23-1:2020, shall be equipped at least with mechanical and electrical interfaces, as defined in the standard EN 50696:2021, concerning:	1.5a Contact interface automated device for electric buses on conductive recharging in mode 4, according to EN 61851-23-1:2020, shall be equipped at least with mechanical and electrical interfaces, as defined in the standard EN 50696:2021, concerning: Agreed
Annex II, 1, point (1.5a), first indent				

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G	402d		- automated connection device (ACD) mounted on the infrastructure (pantograph).	- automated connection device (ACD) mounted on the infrastructure (pantograph). Agreed	G
Annex II, 1, point (1.5a), second indent					
G	402e		- automated connection device (ACD) mounted on the roof of the vehicle	- automated connection device (ACD) mounted on the roof of the vehicle Agreed	G
Annex II, 1, point (1.5a), third indent					
G	402f		- automated connection device (ACD) mounted underneath the vehicle.	- automated connection device (ACD) mounted underneath the vehicle. Agreed	G
Annex II, 1, point (1.5a), fourth indent					
G	402g		- automated connection device (ACD) mounted on the infrastructure and connecting to the side or on the roof of the vehicle.	- automated connection device (ACD) mounted on the infrastructure and connecting to the side or on the roof of the vehicle. Agreed	G

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	Annex II, point (1.6)			
403	1.6. Technical specifications for battery swapping for motor vehicles.	1.6. Technical specifications for battery swapping for motor vehicles.	<i>deleted</i>	Agreed
	Annex II, 1, point (1.6)			
404	1.7. Technical specifications regarding the connector for recharging heavy-duty vehicles (DC charging).	1.7. Technical specifications regarding the connector for recharging heavy-duty vehicles (DC charging).	1.7 1.6. Technical specifications regarding the connector for recharging heavy-duty vehicles (DC charging).	1.6. Technical specifications regarding the connector for recharging heavy-duty vehicles (DC charging). Agreed
	Annex II, point (1.8)			
405	1.8. Technical specifications for inductive static wireless recharging for passenger cars and light-duty commercial vehicles.	1.8. Technical specifications for inductive static wireless recharging for passenger cars and light-duty commercial vehicles.	1.8 1.7. Technical specifications for inductive static wireless recharging for passenger cars and light-duty commercial vehicles.	1.7. Technical specifications for inductive static wireless recharging for passenger cars and light-duty commercial vehicles. Agreed
	Annex II, point (1.9)			
406	1.9. Technical specifications for inductive static wireless recharging for heavy-duty vehicles.	1.9. Technical specifications for inductive static wireless recharging for heavy-duty vehicles.	1.9 1.8. Technical specifications for inductive static wireless recharging for heavy-duty vehicles.	1.8. Technical specifications for inductive static wireless recharging for heavy-duty vehicles.

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				Agreed
Annex II, point (1.10)				
407	1.10. Technical specifications for inductive dynamic wireless recharging for passenger cars and light-duty vehicles.	1.10. Technical specifications for inductive dynamic wireless recharging for passenger cars and light-duty vehicles.	1.10.1.9. 1.9. Technical specifications for inductive dynamic wireless recharging for passenger cars and light-duty vehicles.	1.9. Technical specifications for inductive dynamic wireless recharging for passenger cars and light-duty vehicles. Agreed
Annex II, point (1.11)				
408	1.11. Technical specifications for inductive dynamic wireless recharging for heavy-duty-vehicles.	1.11. Technical specifications for inductive dynamic wireless recharging for heavy-duty-vehicles.	1.11.10. 1.10. Technical specifications for inductive dynamic wireless recharging for heavy-duty-vehicles.	1.10. Technical specifications for inductive dynamic wireless recharging for heavy-duty-vehicles. Agreed
Annex II, point (1.12)				
409	1.12. Technical specifications for inductive static wireless recharging for electric buses.	1.12. Technical specifications for inductive static wireless recharging for electric buses.	1.12.11. 1.11. Technical specifications for inductive static wireless recharging for electric buses.	1.11. Technical specifications for inductive static wireless recharging for electric buses. Agreed
Annex II, point (1.13)				

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410	1.13. Technical specifications for inductive dynamic wireless recharging for electric buses.	1.13. Technical specifications for inductive dynamic wireless recharging for electric buses.	1.13 1.12. Technical specifications for inductive dynamic wireless recharging for electric buses.	1.12. Technical specifications for inductive dynamic wireless recharging for electric buses. Agreed
Annex II, point (1.14)				
411	1.14. Technical specifications for electric road system (ERS) for dynamic overhead power supply via a pantograph for heavy-duty vehicles.	1.14. Technical specifications for electric road system (ERS) for dynamic overhead power supply via a pantograph for heavy-duty vehicles.	1.14 1.13. Technical specifications for electric road system (ERS) for dynamic overhead power supply via a pantograph for heavy-duty vehicles.	1.13. Technical specifications for electric road system (ERS) for dynamic overhead power supply via a pantograph for heavy-duty vehicles. Agreed
Annex II, point (1.15)				
412	1.15. Technical specifications for electric road system (ERS) for dynamic ground level power supply through conductive rails for passenger cars, light-duty vehicles and heavy-duty vehicles.	1.15. Technical specifications for electric road system (ERS) for dynamic ground level power supply through conductive rails for passenger cars, light-duty vehicles and heavy-duty vehicles.	1.15 1.14. Technical specifications for electric road system (ERS) for dynamic ground level power supply through conductive rails for passenger cars, light-duty vehicles and heavy-duty vehicles.	1.14. Technical specifications for electric road system (ERS) for dynamic ground level power supply through conductive rails for passenger cars, light-duty vehicles and heavy-duty vehicles. Agreed
Annex II, point (1.16)				
413	1.16. Technical specifications for	1.16. Technical specifications for	1.16 1.15. Technical specifications	1.15. Technical specifications for

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	battery swapping for L-category vehicles.	battery swapping for L-category vehicles.	for battery swapping for L-category vehicles.	battery swapping for L-category vehicles. Agreed
Annex II, point (1.17)				
414	1.17. If feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles.	1.17. If feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles.	1.17. 1.16. If technically feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles.	1.16. If technically feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles. Agreed
Annex II, point (1.18)				
415	1.18. If feasible, technical specifications for battery swapping for heavy-duty vehicles.	1.18. If feasible, technical specifications for battery swapping for heavy-duty vehicles.	1.18. 1.17. If technically feasible, technical specifications for battery swapping for heavy-duty vehicles.	1.17. If technically feasible, technical specifications for battery swapping for heavy-duty vehicles. Agreed
Annex II, point (1.19)				
416	1.19. Technical specifications for recharging stations to ensure access to users with disabilities.	1.19. Technical specifications for recharging stations to ensure access to users with disabilities.	1.19. 1.18. Technical specifications for recharging stations to ensure access to users with disabilities.	1.18. Technical specifications for recharging stations to ensure access to users with disabilities. Agreed
Annex II, 2				

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417	2 2. Technical specifications for communication exchange in the electric vehicle recharging ecosystem	2 2. Technical specifications for communication exchange in the electric vehicle recharging ecosystem	2 2.—Technical specifications for communication exchange in the electric vehicle recharging ecosystem	2 Technical specifications for communication exchange in the electric vehicle recharging ecosystem Agreed
Annex II, point (2.1)				
418	2.1. Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid communication).	2.1. Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid communication).	2.1. Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid communication).	2.1. Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid communication). Agreed
Annex II, point (2.2)				
419	2.2. Technical specifications regarding communication between the recharging point and the recharging point management system (back-end communication).	2.2. Technical specifications regarding communication between the recharging point and the recharging point management system (back-end communication).	2.2. Technical specifications regarding communication between the recharging point and the recharging point management system (back-end communication).	2.2. Technical specifications regarding communication between the recharging point and the recharging point management system (back-end communication). Agreed
Annex II, point (2.3)				
420	2.3. Technical specifications	2.3. Technical specifications	2.3. Technical specifications	2.3. Technical specifications

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	regarding communication between the recharging point operator, electromobility service providers and e-roaming platforms.	regarding communication between the recharging point operator, electromobility service providers and e-roaming platforms.	regarding communication between the recharging point operator, electromobility service providers and e-roaming platforms.	regarding communication between the recharging point operator, electromobility service providers and e-roaming platforms. Agreed
Annex II, point (2.4)				
421	2.4. Technical specifications regarding communication between the recharging point operator and the distributed system operators.	2.4. Technical specifications regarding communication between the recharging point operator and the distributed system operators.	2.4. Technical specifications regarding communication between the recharging point operator and the distributed system operators.	2.4. Technical specifications regarding communication between the recharging point operator and the distributed system operators. Agreed
Annex II, 3				
422	3 3. Technical specifications for hydrogen supply for road transport	3 3. Technical specifications for hydrogen supply for road transport	3 3.—Technical specifications for hydrogen supply for road transport	3 Technical specifications for hydrogen supply for road transport Agreed
Annex II, point (3.1)				
423	3.1. Outdoor hydrogen refuelling points dispensing gaseous hydrogen used as fuel on board motor vehicles shall comply with the technical specifications of the ISO/TS 20100 gaseous hydrogen	3.1. Outdoor hydrogen refuelling points dispensing gaseous hydrogen used as fuel on board motor vehicles shall comply with the technical specifications of the ISO/TS 20100 gaseous hydrogen	3.1. Outdoor hydrogen refuelling points dispensing gaseous hydrogen used as fuel on board motor vehicles shall comply with the technical specifications of the ISO/TS 20100 gaseous hydrogen	3.1. Outdoor hydrogen refuelling points dispensing gaseous hydrogen used as fuel on board motor vehicles shall comply with the technical specifications of the ISO/TS 20100 gaseous hydrogen

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	fuelling specification.	fuelling specification.	fuelling specification.	fuelling specification. Agreed
Annex II, point (3.2)				
424	3.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687:2019 standard.	3.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687:2019 standard.	3.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687:2019 standard. standard.	3.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687:2019 standard. Agreed
Annex II, point (3.3)				
425	3.3. Hydrogen refuelling points shall employ fuelling algorithms and equipment complying with the ISO 19880-1:2020 Gaseous Hydrogen Fuelling specification.	3.3. Hydrogen refuelling points shall employ fuelling algorithms and equipment complying with the ISO 19880-1:2020 Gaseous Hydrogen Fuelling specification.	3.3. Hydrogen refuelling points shall employ fuelling algorithms and equipment complying with the ISO 19880-1:2020 Gaseous Hydrogen Fuelling specification. The fuelling algorithm shall comply with the ISO 19880-1:2020 Gaseous Hydrogen Fuelling specification requirements of standard EN 17127:2020.	3.3. The fuelling algorithm shall comply with the requirements of standard EN 17127:2020. Agreed
Annex II, point (3.4)				
426	3.4. Connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply with the ISO 17268:2020 gaseous hydrogen	3.4. Connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply with the ISO 17268:2020 gaseous hydrogen	3.4. Once concluded the processes of certification of standard EN ISO 17268:2020, connectors for motor vehicles for	3.4. Once concluded the processes of certification of standard EN ISO 17268:2020, connectors for motor vehicles for the refuelling of

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	motor vehicle refuelling connection devices standard.	motor vehicle refuelling connection devices standard.	the refuelling of gaseous hydrogen shall comply with the ISO 17268:2020 gaseous hydrogen motor vehicle refuelling connection devices at least with this standard.	gaseous hydrogen shall comply at least with this standard. Agreed
Annex II, point (3.5)				
427	3.5. Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles.	3.5. Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles.	3.5. Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles.	3.5. Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles. Agreed
Annex II, point (3.6)				
428	3.6. Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles.	3.6. Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles.	3.6. Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles.	3.6. Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles. Agreed
Annex II, 3a				
428a			3a Technical specifications for methane for road transport	3a Technical specifications for methane for road transport Agreed

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	Annex II, point (3a.1)			
428b			3a.1. Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply with a fuelling pressure (service pressure) of 20,0 MPa gauge (200 bar) at 15 °C. A maximum fuelling pressure of 26,0 MPa with ‘temperature compensation’ is allowed as addressed in standard EN ISO 16923:2018.	3a.1. Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply with a fuelling pressure (service pressure) of 20,0 MPa gauge (200 bar) at 15 °C. A maximum fuelling pressure of 26,0 MPa with ‘temperature compensation’ is allowed as addressed in standard EN ISO 16923:2018. Agreed
	Annex II, point (3a.2)			
428c			3a.2. The connector profile shall comply with UNECE Regulation No 110 referring to parts I and II in standard EN ISO 14469:2017.	3a.2. The connector profile shall comply with UNECE Regulation No 110 referring to parts I and II in standard EN ISO 14469:2017. Agreed
	Annex II, point (3a.3)			
428d			3a.3. Refuelling points for liquefied methane for motor vehicles shall comply with a fuelling pressure lower than the	3a.3. Refuelling points for liquefied methane for motor vehicles shall comply with a fuelling pressure lower than the

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			maximum allowable working pressure of the vehicle tank as addressed in EN ISO 16924:2018, 'Natural gas fuelling stations – LNG stations for fuelling vehicles'. In addition, the connector profile shall comply with standard EN ISO 12617:2017 'Road vehicles – Liquefied natural gas (LNG) refuelling connector – 3,1 MPa connector'.	maximum allowable working pressure of the vehicle tank as addressed in EN ISO 16924:2018, 'Natural gas fuelling stations – LNG stations for fuelling vehicles'. In addition, the connector profile shall comply with standard EN ISO 12617:2017 'Road vehicles – Liquefied natural gas (LNG) refuelling connector – 3,1 MPa connector'. Agreed
Annex II, 4				
429	4 4. Technical specifications for electricity supply for maritime transport and inland navigation	4 4. Technical specifications for electricity supply for maritime transport and inland navigation	4 4.—Technical specifications for electricity supply for maritime transport and inland navigation	4 Technical specifications for electricity supply for maritime transport and inland navigation Agreed
Annex II, point (4.1)				
430	4.1. Shore-side electricity supply for seagoing ships, including the design, installation and testing of the systems, shall comply with the technical specifications of the IEC/IEEE 80005-1:2019 standard, for high-voltage and low-voltage shore connections respectively.	4.1. Shore-side electricity supply for seagoing ships, including the design, installation and testing of the systems, shall comply with the technical specifications of the IEC/IEEE 80005-1:2019 standard, for high-voltage and low-voltage shore connections respectively.	4.1. Shore-side electricity supply for seagoing ships, including the design, installation and testing of the systems, shall comply at least with the technical specifications of the IEC/IEEE 80005-1:2019/AMD1:2022 standard, for high-voltage and low-voltage	4.1. Shore-side electricity supply for seagoing ships, including the design, installation and testing of the systems, shall comply at least with the technical specifications of the IEC/IEEE 80005-1:2019/AMD1:2022 standard, for high-voltage shore connections.

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			shore connections respectively.	Agreed
Annex II, 4, point (4.1a)				
430a			4.1a Plugs, socket-outlets and ship couplers for high-voltage shore connection, shall comply at least with the technical specification of the IEC 62613-1:2019.	4.1a Plugs, socket-outlets and ship couplers for high-voltage shore connection, shall comply at least with the technical specification of the IEC 62613-1:2019. Agreed
Annex II, point (4.2)				
431	4.2. Shore-side electricity supply for inland waterway vessels shall comply with Commission Delegated Regulation (EU) 2019/1745.	4.2. Shore-side electricity supply for inland waterway vessels shall comply with Commission Delegated Regulation (EU) 2019/1745.	4.2. Shore-side electricity supply for inland waterway vessels shall comply at least with the standard EN 15869-2:2019 or standard EN 16840:2017 depending on energy requirements with Commission Delegated Regulation (EU) 2019/1745.	4.2. Shore-side electricity supply for inland waterway vessels shall comply at least with the standard EN 15869-2:2019 or standard EN 16840:2017 depending on energy requirements. Agreed
Annex II, point (4.3)				
432	4.3. Technical specifications for shore-side battery recharging points for maritime vessels, featuring interconnectivity and system interoperability for	4.3. Technical specifications for shore-side battery recharging points for maritime vessels, featuring interconnectivity and system interoperability for	4.3. Technical specifications for shore-side battery electricity recharging points for maritime vessels, featuring interconnectivity and system interoperability for	4.3. Technical specifications for shore-side battery electricity recharging points for maritime vessels, featuring interconnectivity and system interoperability for

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	maritime vessels.	maritime vessels.	maritime vessels.	maritime vessels. Agreed
Annex II, point (4.4)				
433	4.4. Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels.	4.4. Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels.	4.4. Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels.	4.4. Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels. Agreed
Annex II, point (4.5)				
434	4.5. Technical specifications for port-to-grid communication interface in automated onshore power supply (OPS) and battery recharging systems for maritime vessels.	4.5. Technical specifications for port-to-grid communication interface in automated onshore power supply (OPS) and battery recharging systems for maritime vessels.	4.5. Technical specifications for port-to-grid vessel-to-port grid communication interface in automated onshore power supply (OPS) and battery recharging systems for maritime vessels.	4.5. Technical specifications for vessel-to-port grid communication interface in automated onshore power supply (OPS) and battery recharging systems for maritime vessels. Agreed
Annex II, point (4.6)				
435	4.6. Technical specifications for port-to-grid communication interface in automated onshore	4.6. Technical specifications for port-to-grid communication interface in automated onshore	4.6. Technical specifications for port-to-grid vessel-to-port grid communication interface in	4.6. Technical specifications for vessel-to-port grid communication interface in automated onshore

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	power supply (OPS) and battery recharging systems for inland navigation vessels.	power supply (OPS) and battery recharging systems for inland navigation vessels.	automated onshore power supply (OPS) and battery recharging systems for inland navigation vessels.	power supply (OPS) and battery recharging systems for inland navigation vessels. Agreed
Annex II, point (4.7)				
436	4.7. If feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels.	4.7. If feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels.	4.7. If technically feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels.	4.7. If technically feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels. Agreed
Annex II, 5				
437	5 5. Technical specifications for hydrogen bunkering for maritime transport and inland navigation	5 5. Technical specifications for hydrogen bunkering for maritime transport and inland navigation	5 5. —Technical specifications for hydrogen bunkering for maritime transport and inland navigation	5 Technical specifications for hydrogen bunkering for maritime transport and inland navigation Agreed
Annex II, point (5.1)				
438	5.1. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-fuelled vessels.	5.1. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-fuelled vessels.	5.1. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-fuelled vessels.	5.1. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-fuelled vessels.

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				Agreed
Annex II, point (5.2)				
G 439	5.2. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-fuelled vessels.	5.2. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-fuelled vessels.	5.2. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-fuelled vessels.	5.2. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-fuelled vessels. Agreed
Annex II, point (5.3)				
G 439a			5.3. Technical specifications for refuelling points and bunkering for liquefied hydrogen for maritime hydrogen-fuelled vessels.	5.3. Technical specifications for refuelling points and bunkering for liquefied hydrogen for maritime hydrogen-fuelled vessels. Agreed
Annex II, point (5.4)				
G 439b			5.4 Technical specifications for refuelling points and bunkering for liquefied hydrogen inland navigation hydrogen-fuelled vessels.	5.4 Technical specifications for refuelling points and bunkering for liquefied hydrogen inland navigation hydrogen-fuelled vessels. Agreed

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)	
	Annex II, 6				
G	440	6 6. Technical specifications for methanol bunkering for maritime transport and inland navigation	6 6. Technical specifications for methanol bunkering for maritime transport and inland navigation	6 6.—Technical specifications for methanol bunkering for maritime transport and inland navigation Agreed	G
	Annex II, point (6.1)				
G	441	6.1. Technical specifications for refuelling points and bunkering for renewable methanol for maritime methanol-fuelled vessels.	6.1. Technical specifications for refuelling points and bunkering for renewable methanol for maritime methanol-fuelled vessels.	6.1. Technical specifications for refuelling points and bunkering for renewable methanol for maritime methanol-fuelled vessels. Agreed	G
	Annex II, point (6.2)				
G	442	6.2. Technical specifications for refuelling points and bunkering for renewable methanol for inland navigation methanol-fuelled vessels.	6.2. Technical specifications for refuelling points and bunkering for renewable methanol for inland navigation methanol-fuelled vessels.	6.2. Technical specifications for refuelling points and bunkering for renewable methanol for inland navigation methanol-fuelled vessels. Agreed	G
	Annex II, 7				
G	443	7 7. Technical specifications for	7 7. Technical specifications for	7 7.—Technical specifications for	G

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	ammonia bunkering for maritime transport and inland navigation	ammonia bunkering for maritime transport and inland navigation	ammonia bunkering for maritime transport and inland navigation	ammonia bunkering for maritime transport and inland navigation Agreed
Annex II, point (7.1)				
G 444	7.1. Technical specifications for refuelling points and bunkering for renewable ammonia for maritime ammonia-fuelled vessels.	7.1. Technical specifications for refuelling points and bunkering for renewable ammonia for maritime ammonia-fuelled vessels.	7.1. Technical specifications for refuelling points and bunkering for renewable ammonia for maritime ammonia-fuelled vessels.	7.1. Technical specifications for refuelling points and bunkering for ammonia for maritime ammonia-fuelled vessels. Agreed
Annex II, point (7.2)				
G 445	7.2. Technical specifications for refuelling points and bunkering for renewable ammonia for inland navigation ammonia-fuelled vessels.	7.2. Technical specifications for refuelling points and bunkering for renewable ammonia for inland navigation ammonia-fuelled vessels.	7.2. Technical specifications for refuelling points and bunkering for renewable ammonia for inland navigation ammonia-fuelled vessels.	7.2. Technical specifications for refuelling points and bunkering for ammonia for inland navigation ammonia-fuelled vessels. Agreed
Annex II, 8				
G 446	8 8. Technical specifications for natural gas refuelling points	8 8. Technical specifications for natural gas refuelling points	8 8.—Technical specifications for natural gas liquefied methane refuelling points for maritime transport and inland navigation	8 Technical specifications for liquefied methane refuelling points for maritime transport and inland navigation Agreed

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	Annex II, point (8.1)			
447	8.1. Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply with Commission Delegated Regulation (EU) 2019/1745.	8.1. Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply with Commission Delegated Regulation (EU) 2019/1745.	8.1. Refuelling points for compressed natural gas (CNG) for motor vehicles liquefied methane for seagoing ships, which are not covered by the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), shall comply at least with the standard EN ISO 20519:2017 with Commission Delegated Regulation (EU) 2019/1745.	8.1. Refuelling points for liquefied methane for seagoing ships, which are not covered by the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), shall comply at least with the standard EN ISO 20519:2017. Agreed
	Annex II, point (8.2)			
448	8.2. CNG connectors/receptacles shall comply with UNECE Regulation No 110 (referring to ISO 14469:2017).	8.2. CNG connectors/receptacles shall comply with UNECE Regulation No 110 (referring to ISO 14469:2017).	8.2. CNG connectors/receptacles Refuelling points for liquefied methane for inland waterway vessels shall comply with UNECE Regulation No 110 (referring to ISO 14469:2017) at least with the standard EN ISO 20519:2017 (parts 5.3 to 5.7) for interoperability purposes only.	8.2. Refuelling points for liquefied methane for inland waterway vessels shall comply at least with the standard EN ISO 20519:2017 (parts 5.3 to 5.7) for interoperability purposes only. Agreed
	Annex II, point (8.3)			
449				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	8.3. Refuelling points for LNG for motor vehicles shall comply with Commission Delegated Regulation (EU) 2019/1745.	8.3. Refuelling points for LNG for motor vehicles shall comply with Commission Delegated Regulation (EU) 2019/1745.	<i>deleted</i>	Agreed
Annex II, point (8.4)				
450	8.4. Refuelling points for LNG for inland waterway vessels or sea-going ships shall comply with Commission Delegated Regulation (EU) 2019/1745.	8.4. Refuelling points for LNG for inland waterway vessels or sea-going ships shall comply with Commission Delegated Regulation (EU) 2019/1745.	<i>deleted</i>	Agreed
Annex II, 9				
451	9 9. Technical specifications related to fuel labelling	9 9. Technical specifications related to fuel labelling	9 9 —Technical specifications related to fuel labelling	9 Technical specifications related to fuel labelling Agreed
Annex II, point (9.1)				
452	9.1. The ‘Fuels - Identification of vehicle compatibility - Graphical expression for consumer information’ label shall comply with standard EN 16942:2016+A1:2021.	9.1. The ‘Fuels - Identification of vehicle compatibility - Graphical expression for consumer information’ label shall comply with standard EN 16942:2016+A1:2021.	9.1. The ‘Fuels - Identification of vehicle compatibility - Graphical expression for consumer information’ label shall comply with standard EN 16942:2016+A1:2021.	9.1. The ‘Fuels - Identification of vehicle compatibility - Graphical expression for consumer information’ label shall comply with standard EN 16942:2016+A1:2021. Agreed

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
Annex II, point (9.2)				
453	9.2. The 'Identification of vehicles and infrastructures compatibility - Graphical expression for consumer information on EV power supply' shall comply with standard EN 17186.	9.2. The 'Identification of vehicles and infrastructures compatibility - Graphical expression for consumer information on EV power supply' shall comply with standard EN 17186.	9.2. The 'Identification of vehicles and infrastructures compatibility - Graphical expression for consumer information on EV power supply' shall comply at least with standard EN 17186: 2019 .	9.2. The 'Identification of vehicles and infrastructures compatibility - Graphical expression for consumer information on EV power supply' shall comply at least with standard EN 17186:2019. Agreed
Annex II, point (9.3)				
454	9.3. The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732.	9.3. The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732.	9.3. The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732.	9.3. The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732. Agreed
Annex II, second indent a				
454a		<u>(9.3a) Technical specification for recharging stations for electricity recharging and hydrogen refuelling facilities for rail transport.</u>		<u>(9.3a) Technical specification for electric recharging stations and hydrogen refuelling facilities for rail transport.</u> Agreed
Annex III				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
454.1	Annex III			
Annex III, first heading				
455	Reporting requirements on deployment of electric vehicles and recharging infrastructure	Reporting requirements on deployment of electric vehicles and recharging infrastructure	Reporting requirements on deployment of electric vehicles and publicly accessible recharging infrastructure	Reporting requirements on deployment of electric vehicles and publicly accessible recharging infrastructure
Annex III, point (1)				
456	1. Member States must categorise their reporting on electric vehicles deployment as follows:	1. Member States must categorise their reporting on electric vehicles deployment as follows:	1. Member States must categorise their reporting on electric vehicles deployment as follows:	1. Member States must categorise their reporting on electric vehicles deployment as follows:
Annex III, first indent				
457	- battery electric vehicles, separately for categories M1, N1, M2/3 and N2/3	- battery electric vehicles, separately for categories M1, N1, M2/3 and N2/3	- battery electric vehicles, separately for categories M1, N1, M2/3 and N2/3.	- battery electric vehicles, separately for categories M1, N1, M2/3 and N2/3.
Annex III, second indent				
458	- plug in hybrid electric vehicles, separately for categories M1, N1, M2/3 and N2/3	- plug in hybrid electric vehicles, separately for categories M1, N1, M2/3 and N2/3	- plug in hybrid electric vehicles, separately for categories M1, N1, M2/3 and N2/3.	- plug in hybrid electric vehicles, separately for categories M1, N1, M2/3 and N2/3.
Annex III, point (2)				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
459	2. Member States must categorise their reporting on deployment of recharging points as follows:	2. Member States must categorise their reporting on deployment of recharging points as follows:	2. Member States must categorise their reporting on deployment of publicly accessible recharging points as follows:	2. Member States must categorise their reporting on deployment of publicly accessible recharging points as follows:
Annex III, point (2), Table 1, Column 1, Row 1				
460	Category	Category	Category	Category
Annex III, point (2), Table 1, Column 1, Row 2				
461	Category 1 (AC)	Category 1 (AC)	Category 1 (AC)	Category 1 (AC)
Annex III, point (2), Table 1, Column 1, Row 5				
462	Category 2 (DC)	Category 2 (DC)	Category 2 (DC)	Category 2 (DC)
Annex III, point (2), Table 1, Column 2, Row 1				
463	Sub-category	Sub-category	Sub-category	Sub-category
Annex III, point (2), Table 1, Column 2, Row 2				
464	Slow AC recharging point, single-phase	Slow AC recharging point, single-phase	Slow AC recharging point, single-phase	Slow AC recharging point, single-phase
Annex III, point (2), Table 1, Column 2, Row 3				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
465	Medium-speed AC recharging point, triple-phase	Medium-speed AC recharging point, triple-phase	Medium-speed AC recharging point, triple-phase	Medium-speed AC recharging point, triple-phase
Annex III, point (2), Table 1, Column 2, Row 4				
466	Fast AC recharging point, triple-phase	Fast AC recharging point, triple-phase	Fast AC recharging point, triple-phase	Fast AC recharging point, triple-phase
Annex III, point (2), Table 1, Column 2, Row 5				
467	Slow DC recharging point	Slow DC recharging point	Slow DC recharging point	Slow DC recharging point
Annex III, point (2), Table 1, Column 2, Row 6				
468	Fast DC recharging point	Fast DC recharging point	Fast DC recharging point	Fast DC recharging point
Annex III, point (2), Table 1, Column 2, Row 7				
469	Level 1 - Ultra-fast DC recharging point	Level 1 - Ultra-fast DC recharging point	Level 1 - Ultra-fast DC recharging point	Level 1 - Ultra-fast DC recharging point
Annex III, point (2), Table 1, Column 2, Row 8				
470	Level 2 - Ultra-fast DC recharging point	Level 2 - Ultra-fast DC recharging point	Level 2 - Ultra-fast DC recharging point	Level 2 - Ultra-fast DC recharging point
Annex III, point (2), Table 1, Column 3, Row 1				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
471	Maximum power output	Maximum power output	Maximum power output	Maximum power output
Annex III, point (2), Table 1, Column 3, Row 2				
472	$P < 7.4 \text{ kW}$	$P < 7.4 \text{ kW}$	$P < 7.4 \text{ kW}$	$P < 7.4 \text{ kW}$
Annex III, point (2), Table 1, Column 3, Row 3				
473	$7.4 \text{ kW} \leq P \leq 22 \text{ kW}$	$7.4 \text{ kW} \leq P \leq 22 \text{ kW}$	$7.4 \text{ kW} \leq P \leq 22 \text{ kW}$	$7.4 \text{ kW} \leq P \leq 22 \text{ kW}$
Annex III, point (2), Table 1, Column 3, Row 4				
474	$P > 22 \text{ kW}$	$P > 22 \text{ kW}$	$P > 22 \text{ kW}$	$P > 22 \text{ kW}$
Annex III, point (2), Table 1, Column 3, Row 5				
475	$P < 50 \text{ kW}$	$P < 50 \text{ kW}$	$P < 50 \text{ kW}$	$P < 50 \text{ kW}$
Annex III, point (2), Table 1, Column 3, Row 6				
476	$50 \text{ kW} \leq P < 150 \text{ kW}$	$50 \text{ kW} \leq P < 150 \text{ kW}$	$50 \text{ kW} \leq P < 150 \text{ kW}$	$50 \text{ kW} \leq P < 150 \text{ kW}$
Annex III, point (2), Table 1, Column 3, Row 7				
477	$150 \text{ kW} \leq P < 350 \text{ kW}$	$150 \text{ kW} \leq P < 350 \text{ kW}$	$150 \text{ kW} \leq P < 350 \text{ kW}$	$150 \text{ kW} \leq P < 350 \text{ kW}$
Annex III, point (2), Table 1, Column 3, Row 8				

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
478	$P \geq 350 \text{ kW}$	$P \geq 350 \text{ kW}$	$P \geq 350 \text{ kW}$	$P \geq 350 \text{ kW}$
Annex III, point (2), Table 1, Column 4, Row 1				
479	Definition pursuant to Article 2 of this Regulation	Definition pursuant to Article 2 of this Regulation	Definition pursuant to Article 2 of this Regulation	Definition pursuant to Article 2 of this Regulation
Annex III, point (2), Table 1, Column 4, Row 2				
480	Normal power recharging point	Normal power recharging point	Normal power recharging point	Normal power recharging point
Annex III, point (2), Table 1, Column 4, Row 4				
481	High power recharging point	High power recharging point	High power recharging point	High power recharging point
Annex III, point (3), introductory part				
482	3. The following data must be provided separately for recharging infrastructure dedicated to light-duty vehicles and heavy-duty vehicles:	3. The following data must be provided separately for recharging infrastructure dedicated to light-duty vehicles and heavy-duty vehicles:	3. The following data must be provided separately for publicly accessible recharging infrastructure dedicated to light-duty vehicles and heavy-duty vehicles:	3. The following data must be provided separately for publicly accessible recharging infrastructure dedicated to light-duty vehicles and heavy-duty vehicles:
Annex III, point (3), first indent				
483	- number of recharging points, to be reported for each of the	- number of recharging points, to be reported for each of the	- number of recharging points, to be reported for each of the	- number of recharging points, to be reported for each of the

	Commission Proposal	EP Mandate	Council Mandate	mandate fourth trilogue (27/3)
	categories under point 2;	categories under point 2;	categories under point 2;	categories under point 2;
Annex III, point (3), second indent				
484	- number of recharging stations following the same categorisation as for the recharging point;	- number of recharging stations following the same categorisation as for the recharging point;	- number of recharging stations following the same categorisation as for the recharging point;	- number of recharging stations following the same categorisation as for the recharging point;
Annex III, third indent				
485	- total aggregated power output of the recharging stations;	- total aggregated power output of the recharging stations;	- total aggregated power output of the recharging stations;	- total aggregated power output of the recharging stations;
Annex III, fourth indent				
486	- number of stations not operational on 50% of the available days in a given year.	- number of stations not operational on 50% of the available days in a given year.	<i>deleted</i>	
Annex III, point (3), fifth indent				
486a		<u>- number of bi-directional charging points for each of the categories under point 2.</u>		