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Subject: Fit for 55 package: 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  
- Further revised Presidency compromise

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In view of the working party on 5 May 2022, delegations will find annexed a further revised consolidated Presidency compromise proposal, covering all the articles, and specific recitals.

Changes compared to the document ST 7592/22 REV2 are highlighted in **bold and underlined** for additions and in ~~strikethrough~~ for deletions. All other changes have been consolidated in the text.

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)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

HAVE ADOPTED THIS REGULATION:

*Article 1*

*Subject matter*

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.
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.
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.

## Article 2

### Definitions

For the purposes of this Regulation, the following definitions apply:

- (1) 'accessibility of data' means a possibility to request and obtain the data at any time in a machine readable format;
- (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;
- (2a) 'along the TEN-T network' means: for electric recharging stations **dedicated to light-duty vehicles** that they are located on the TEN-T network or within 2 km driving distance from the nearest exit of a TEN-T road; **for electric recharging stations dedicated to heavy-duty vehicles 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.
- (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:
  - (a) 'alternative fuels for zero-emission vehicles, vessels or aircraft':
    - electricity,
    - hydrogen,
    - ammonia,
  - (b) 'renewable fuels':
    - biomass fuels, including biogas, and biofuels as defined in Article 2, points (27), (28) and (33) of Directive (EU) 2018/2001<sup>1</sup>,
    - synthetic and paraffinic fuels, including ammonia, produced from renewable energy,
  - (c) 'transitional alternative fuels':
    - natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),
    - liquefied petroleum gas (LPG),
    - synthetic and paraffinic fuels produced from non-renewable energy;
- (3a) 'aircraft contact stand' means a stand in a designated area of the airport apron equipped with a passenger boarding bridge;

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<sup>1</sup> **insert the correct reference to RED Directive**

- (3b) 'aircraft remote stand' means a stand in a designated area of the airport apron not equipped with a passenger boarding bridge;
- (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<sup>2</sup>;
- (5) 'airport managing body' as defined in Article 2, point (2) of Directive 2009/12/EC ~~of the European Parliament and of the Council~~<sup>3</sup>;
- (6) 'automatic authentication' means the authentication of a vehicle at a recharging point through the recharging connector or telematics;
- (7) 'availability of data' means the existence of data in a digital machine-readable format.
- (8) 'battery electric vehicle' means an electric vehicle that exclusively runs on the electric motor, with no secondary source of propulsion;
- (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;
- (10) 'connector' means the physical interface between the recharging or refuelling point and the vehicle through which the fuel or electric energy is exchanged;
- (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~~<sup>4</sup>;
- (12) 'container ship' means a ship designed exclusively for the carriage of containers in holds and on deck;
- (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;
- (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;

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<sup>2</sup> **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)**

<sup>3</sup> 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).

<sup>4</sup> 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).

- (15) ‘distribution system operator’ means an operator as defined in Article 2, point (29) of Directive (EU) 2019/944<sup>5</sup>;
- (16) ‘dynamic data’ means data that do change often or on a regular basis;
- (16a) ~~‘electrical power demand at berth’ means the demand in electricity from a ship at berth for powering all energy needs based on electricity on board;~~
- (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;
- (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;
- (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;
- (20) ‘end user’ means a physical or legal person purchasing an alternative fuel for direct use in a vehicle;
- (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;
- (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;
- (23) ‘European standard’ means a standard as defined in Article 2, point (1)(b) of Regulation (EU) No 1025/2012<sup>6</sup>;
- (24) ‘freight terminal’ means a freight terminal as defined in in Article 3 point (s) of Regulation (EU) No 1315/2013;
- (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~~<sup>7</sup>;

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

<sup>6</sup> **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)**

<sup>7</sup> 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).

- (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<sup>8</sup>;
- (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;
- (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;
- (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;
- (29a) ‘liquefied methane’ means LNG, liquefied biogas or synthetic LNG, including blends of those fuels;
- (30) ‘mobility service provider’ means a legal person who provides services in return for remuneration to an end user, including the sale of a recharging service;
- (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;
- (32) ‘national access point’ means a digital interface as defined in Article 4(22)<sup>9</sup> of Directive 2010/40/EU;
- (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;
- (34) ‘operator of a refuelling point’ means the entity responsible for the management and operation of a refuelling point, which provides a refuelling service to end users, including in the name and on behalf of a mobility service provider;
- (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’);
- (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;

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<sup>8</sup> **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)** ~~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).~~

<sup>9</sup> *As proposed in COM(2021) 813 final (ITS Directive)*

- (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;
- (38) ‘publicly accessible alternative fuels infrastructure’<sup>10</sup>, 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;
- (39) ‘Quick Response code’ (QR code) means an ISO 18004-compliant encoding and visualization of data;
- (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;
- (41) ‘recharging point’ means a fixed or mobile interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several connectors to accommodate different connector types, is capable of recharging only one electric vehicle at a time, and excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles.
- (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;
- (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 the connectors/plugs or to the design of the parking space adjacent to the recharging point, station or pool, or both;
- (44) ‘recharging pool’ means one or more recharging stations at a specific location;
- (45) ‘recharging station’ means a ~~single~~ physical installation at a specific location, consisting of one or more recharging points;
- (46) ‘recharging service’ means the sale or provision of electricity, including related services, through a publicly accessible recharging point;
- (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;

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<sup>10</sup> *Recital 17 as proposed in the Commission proposal COM(2021) 559 final*

- (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;
- (49) ‘refuelling point’ means a refuelling facility for the provision of any liquid or gaseous fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle, one vessel or one aircraft at a time;
- (50) ‘refuelling service’ means the sale or provision of any liquid or gaseous fuel through a publicly accessible refuelling point;
- (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;
- (52) ‘refuelling station’ means a single physical installation at a specific location, consisting of one or more refuelling points;
- (53) ‘regulatory authority’ means a regulatory authority designated by each Member State pursuant to Article 57(1) of Directive (EU) 2019/944;
- (54) ‘renewable energy’ means energy from renewable non-fossil sources as defined in Article 2, point (1) of Directive (EU) 2018/2001;
- (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;
- (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 561/2006<sup>11</sup> and the delegated acts adopted on the basis thereof;
- (57) ~~‘ship at berth’ means ship at berth as defined in Article 3, point (n) of Regulation (EU) 2015/757;~~
- (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;
- (59) ‘smart recharging’ means a recharging operation in which the intensity of electricity delivered to the battery is adjusted dynamically, based on information received through electronic communication;
- (60) ‘static data’ means data that do not change often or on a regular basis;
- (61) ‘TEN-T comprehensive network’ means a network as defined in Article 9 of Regulation (EU) No 1315/2013;

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<sup>11</sup> **Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport (OJ L 102, 11.4.2006, p. 1)**

- (62) ‘TEN-T core network’ means a network as defined in Article 38 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 TEN-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 TEN-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;
- (65) ‘transmission system operator’ means a system operator as defined in Art 2, point (35) of Directive (EU) 2019/944;
- (66) ‘urban node’ means an urban node as defined in Article 3, point (p) of Regulation (EU) No 1315/2013.

### *Article 3*

#### *Targets for electric recharging infrastructure dedicated to light-duty vehicles*

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.

To that end, Member States shall 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:

- (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
- (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.

- 1a. When a Member State demonstrates that the share of battery electric and plug-in hybrid light-duty vehicles compared to the total fleet of light-duty vehicles registered in its the territory of a Member State has reached at least 20% and the Member State demonstrates such a level that the implementation of the requirements set out in the second subparagraph of paragraph 1 ~~may have~~ **has** adverse effects by discouraging private investments and **is** no longer justified, that Member State may 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.<sup>12</sup>

~~Where the conditions for granting such an authorisation, as laid down in the first subparagraph of this paragraph, are fulfilled, The Commission shall, within 6 months, adopt a decision, by means of an implementing act adopted in accordance with article 21(2), grant such an authorisation, on that request, as justified in each case.~~

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:
- (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:
    - (i) by 31 December 2025, each recharging pool shall offer a power output of at least 300 kW and include at least one recharging point 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 kW and include at least two recharging points with an individual power output of at least 150 kW;

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<sup>12</sup> *The following recital (12a) will be inserted:* 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 and plug-in hybrid light-duty vehicle registered might no longer be justified in case it has adverse effects, especially by discouraging private investments 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 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.

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

- (i) by 31 December 2030, each recharging pool shall offer a power output of at least 300 kW and include at least one recharging point with an individual power output of at least 150 kW;
- (ii) by 31 December 2035, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging points with an individual power output of at least 150 kW.

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.

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 exemptions to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.

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 exemptions to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.

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

## Article 4

### *Targets for electric recharging infrastructure dedicated to heavy-duty vehicles*

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:
  - (a01) by 31 December 2025, at least along [0 - 50] % 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;
  - (a02) by 31 December 2027, at least along [20 - 75] % 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:
    - (i) along the TEN-T core network, offers a power output of at least 2800 kW and includes at least two recharging points with an individual power output of at least 350 kW
    - (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;
  - (a) by 31 December 2030, along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-duty vehicles 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;
  - (b) by 31 December 2030, along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles are deployed in each direction of travel with a maximum distance of 100 km in-between them and 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;
  - (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;
  - (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;

- (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.
- 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:
- (a) for the calculation of the denominator: the total length of the TEN-T network within the territory of the Member State;
- (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 that are more than 120 km apart shall not be taken into account when calculating the numerator.
- 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.
- 1c. By way of derogation from paragraph 1b, along TEN-T roads with a total annual average daily traffic of less than [800 - 2.000] heavy-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 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 exemptions to the Commission. They shall review them every [two] years in the framework of the national progress report referred to in Article 14.
- 1d. By way of derogation from paragraph 1, along TEN-T roads with a total annual average daily traffic of less than [800 - 2.000] heavy-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 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 exemptions to the Commission. They shall review them every [two] years in the framework of the national progress report referred to in Article 14.

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.

## *Article 5*

### *Recharging infrastructure*

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.

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

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, comply with the requirements set out in points (a) or (b).

One payment terminal or device referred to in the second subparagraph may serve several recharging points within a recharging pool.

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

3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, ensure that end users always have the right not to make use of the automatic authentication and may either recharge their vehicle on an ad hoc basis, as provided for in paragraph 2, 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.
4. Prices charged by operators of publicly accessible recharging points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible recharging points shall not discriminate between the prices charged to end users and prices charged to mobility service providers nor between prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated in a proportionate manner, according to an objective justification.
5. Operators of recharging points shall clearly make the information on the ad hoc price 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 price components charged by the operator to calculate the price of a recharging session such as price per session, price per minute or price per kWh.<sup>13</sup>

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.

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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<sup>13</sup> *Recital (24) will be amended as follows:* '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 applicable at the recharging stations 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.'

7. 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.
8. Operators of recharging points shall ensure that all publicly accessible normal power recharging points built or renovated after the date of application referred to in Article 24 operated by them are capable of smart recharging.
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.
11. Where the operator of a recharging point is not the owner of that point, the owner shall make available to the operator, in 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.

## *Article 6*

### *Targets for hydrogen refuelling infrastructure of road vehicles*

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

To that end Member States shall ensure that by 31 December 2030 publicly accessible hydrogen refuelling stations equipped with at least a 700 bars dispenser are deployed with a maximum distance of **[200]** km in-between them along the TEN-T core [and the TEN-T comprehensive] network.

An analysis on the best location shall be carried out by Member States for such refuelling stations 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.

2. Neighbouring Member States shall ensure that the maximum distance referred to in paragraph 1, second subparagraph is not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.
3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles.

## Article 7

### *Hydrogen refuelling infrastructure*

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:

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

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.

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

2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated according to an objective justification.
3. Operators of hydrogen refuelling points shall make price information available before the start of a refuelling session at the refuelling stations operated by them.
4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis, including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the 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.

## Article 8

### *Infrastructure for liquefied methane for road transport vehicles*

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.

## Article 9

### *Targets for shore-side electricity supply in maritime ports<sup>14</sup>*

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. To that end, Member States shall take the necessary measures to ensure that by 1 January 2030:
  - (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 over the last three years by seagoing container ships above 5000 gross tonnes is above [50], 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;
  - (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 over the last three 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;
  - (c) 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 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 [25], are equipped

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<sup>14</sup> *The following recital (34b) will be added: **All relevant stakeholders should coordinate about shore-side electricity supply for 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.***

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.

2. The following port calls **of ships referred to in Article 5(3), a), b) and c) 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.:
- ~~(a) the port calls of ships that are moored at the quayside for less than two hours, calculated on the basis of hour of departure and arrival monitored in accordance with Article 14 of FuelEU Maritime;~~
  - ~~(b) the port calls of ships that use zero-emission technologies, as specified pursuant to article 5, paragraph 4 of FuelEU Maritime, for their electrical power demand at berth, while moored at the quayside;~~
  - ~~(c) the port calls of ships that have to make an unscheduled and not systematic port calls for reasons of safety or saving life at sea, due to unforeseen circumstances beyond the control of the owner or master;~~
3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island or in an outermost region as referred to in Article 349 of the Treaty on the Functioning of the European Union, which is not connected directly to the electricity grid of the mainland, or in case of an outermost region 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 or the outermost region.

## *Article 10*

### *Targets for shore-side electricity supply in inland waterway ports*

Member States shall ensure that:

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

## Article 11

### *Targets for supply of liquefied methane in maritime ports*

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.
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 actual market needs and developments.

## Article 12

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

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<sup>15</sup>:
  - (a) 1 January 2025, at all aircraft contact stands used for commercial air transport operations;
  - (b) 1 January 2030, at all aircraft remote stands used for commercial air transport operations.
- 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.<sup>16</sup>

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<sup>15</sup> *The following sentence will be inserted at the end of recital (36):* The external energy supply to aircraft could be ensured thanks to fixed or mobile ground power units, both at contact stands and remote stands.

<sup>16</sup> *The following recital (xy) will be inserted:* 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.

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.

### *Article 13*

#### *National policy frameworks*

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.
- (a) The national policy framework shall contain at least the following elements:
- (1) 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;
  - (2) national targets and objectives pursuant to Articles 3, 4, 6, 8, 9, 10, 11 and 12 for which mandatory national targets are set out in this Regulation;
  - (3) policies and measures necessary to ensure that the mandatory targets and objectives referred to in points 2 of this paragraph are reached;
  - (4) measures to promote the deployment of alternative fuels infrastructure for captive fleets, in particular for electric recharging and hydrogen refuelling stations for public transport services and electric recharging stations for car sharing, **where such measures are planned or have been adopted by the Member State;**
  - (5) 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;**
  - (6) 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;**
  - (7) 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;**

- (7a) measures necessary to ensure that the deployment and operation of 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;**
- (8) 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 accessibility requirements of Annex I and Annex III of Directive 2019/882, **where such measures are planned or have been adopted by the Member State;**
- (9) measures 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;**
- (b) The national policy framework may contain the following elements:
- (1) a deployment plan for alternative fuels infrastructure in airports other than for electricity supply to stationary aircraft, for instance for hydrogen and electric recharging for aircrafts;
  - (2) a deployment plan for alternative fuels infrastructure in maritime ports, for instance for electricity and hydrogen, for port services as defined in Regulation (EU) 2017/352 of the European Parliament and of the Council<sup>17</sup>;
  - (3) a deployment plan 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 and electricity;
  - (4) a deployment plan for alternative fuels in inland waterway transport, for instance for both hydrogen and electricity;
  - (5) a deployment plan including targets, key milestones and financing needed, for hydrogen or battery electric trains on network segments that will not be electrified.
  - (6) national targets and objectives for the deployment of alternative fuels infrastructure related to points (1), (2), (3), (4) and (5) of this subparagraph for which no mandatory targets are set out in this Regulation;

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<sup>17</sup> 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).

2. Member States shall ensure that the national policy frameworks take into account the needs of the different transport modes existing on their territory.
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.
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 waterborne transport. The Commission shall assist the Member States in the cooperation process.
5. Support measures for alternative fuels infrastructure shall comply with the relevant State aid rules of the TFEU.
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.
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:
  - (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;
  - (b) policies and measures relating to Member States' objectives and targets.
8. Each Member State shall take due account of any recommendations from the Commission in its final national 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.
9. By 1 January 2025, each Member State shall notify to the Commission its final national policy framework.

## *Article 14*

### *Reporting*

1. Each Member State shall submit to the Commission a 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.
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.
3. Member States shall assess, at the latest by 30 June 2024 and periodically every four 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. 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.
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 years thereafter, the potential contribution of bidirectional charging to the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall take, if necessary, the appropriate measures to adjust the availability and geographical distribution of bidirectional recharging points in private areas and include them in their progress report referred to in paragraph 1.

## *Article 14a*

### *Content, structure and format of national policy frameworks and national progress reports*

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.

## *Article 15*

### *Review of national policy frameworks and national progress reports*

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).
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.
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:
  - (a) the progress made by Member States on the achievement of the targets and objectives;
  - (b) the coherence of the development at Union level.

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 and regularly update information on the national targets and the objectives submitted by each Member State regarding:
- (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;
  - (b) the number of publicly accessible hydrogen refuelling points;
  - (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;
  - (d) the infrastructure for electricity supply for stationary aircraft in airports 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;
  - (f) the number of publicly accessible refuelling points for liquefied methane for motor vehicles;
  - (g) the number of publicly accessible CNG refuelling points for motor vehicles;
  - (h) refuelling and recharging points for other alternative fuels at TEN-T core and comprehensive maritime and inland ports;
  - (i) refuelling and recharging points for other alternative fuels at airports of the TEN-T core network and the TEN-T comprehensive network;
  - (j) refuelling points for alternative fuels and recharging points for rail transport.

## *Article 16*

### *Progress tracking*

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.
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 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 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.

## *Article 17*

### *User information*

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:
  - (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;
  - (b) at refuelling and recharging points by refuelling and recharging point operators, and
  - (c) in motor vehicle dealerships by the distributors as referred to in Article 3(43) of Regulation (EU) 2018/858.

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, 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:
  - (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;
  - (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.
3. When fuel prices are ~~shown displayed~~ at a refuelling station, Member States shall ensure that a comparison between the relevant unit prices is ~~shown 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.
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 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:
  - (a) mandate ESOs to develop compatibility labelling specifications,
  - (b) 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.
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 when they are placed on the market.

## Article 18

### Data provisions

1. Member States shall appoint an IDentification Registration Organisation ('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.
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 and allow accessibility of that data through the National Access Points at no cost. The following data types shall be made available:
  - (a) static data for publicly accessible recharging points and refuelling points for alternative fuels operated by them:
    - (i) geographic location of the recharging points and refuelling points for alternative fuels,
    - (ii) number of connectors,
    - (iii) number of parking spaces for people with disabilities,
    - (iv) contact information of the owner and operator of the recharging and refuelling station,
    - (v) opening hours.
  - (b) further static data for publicly accessible recharging points operated by them:
    - (i) identification (ID) codes, at least of the recharging point,
    - (ii) type of connector,
    - (iii) type of current (AC/DC),
    - (iv) power output (kW),

- (c) dynamic data for all recharging points and refuelling points for alternative fuels operated by them:
  - (i) operational status (operational/out of order),
  - (ii) availability (in use/ not in use),
  - (iii) ad hoc price,

The requirements laid down in point (c) shall not apply to publicly accessible recharging points that do not require payment for the recharging service.

- 3. Member States shall ensure the accessibility of data on an open and non-discriminatory basis to all stakeholders through their National Access Points.
- 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 alternative fuels infrastructure operated by them or services inherently linked to such infrastructure that they provide or they outsource in view of technological developments or new services made available on the market;
- 4a. The Commission may, by means of implementing acts adopted in accordance with Article 21(2):
  - (a) specify elements related to the data format, frequency and quality in which these data referred to in paragraph 2 and in the delegated acts adopted on the basis of paragraph 4 shall be made available;
  - (b) establish detailed procedures enabling the provision and exchange of data required pursuant to paragraph 2 as supplemented by the delegated acts adopted on the basis of paragraph 4.

**The** ~~implementing acts adopted on the basis of the first subparagraph of this paragraph shall provide that the provisions of delegated acts adopted on the basis of Article 7(1) of~~ **be without prejudice to** Directive 2010/40/EU **and the delegated and implementing acts adopted on the basis thereof** ~~that concern the same elements and procedures with respect to the same data as the ones covered by such implementing acts shall cease to apply from the date of application of those implementing acts.~~

- 5. The delegated and 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.

## Article 19

### *Common technical specifications*

1. Normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date of application referred to in Article 24, shall comply at least with the technical specifications set out in point 1.1 of Annex II.
2. High power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date of application referred to in Article 24 shall comply at least with the technical specifications set out in point 1.2 of Annex II.
  - 2a. Recharging points for L-category motor vehicles, deployed or renewed from the date of application referred to in Article 24, shall comply at least with the technical specifications set out in point 1.4 of Annex II.
  - 2b. Recharging points for electric buses, deployed or renewed from the date of application referred to in Article 24, shall comply at least with the technical specifications set out in point 1.5 of Annex II.
3. Publicly accessible hydrogen refuelling points deployed or renewed from the date of application referred to in Article 24 shall comply at least with the technical specifications set out in points 3.1, 3.2, 3.3, and 3.4 of Annex II.
4. Shore-side electricity supply for sea-going vessels/ships deployed or renewed from the date of application referred to in Article 24 shall comply with the technical specifications set out in points 4.1 of Annex II.
  - 4a. Shore-side electricity supply for inland waterway vessels, deployed or renewed from the date of application referred to in Article 24 shall comply at least with the technical specifications set out in points 4.2 of Annex II.
5. Refuelling points for compressed natural gas (CNG) for motor vehicles deployed or renewed from the date of application referred to in Article 24 shall comply at least with the technical specifications set out in point 8.1 of Annex II.
  - 5a. CNG connectors/receptors deployed or renewed from the date of application referred to in Article 24 shall comply at least with the technical specifications set out in point 8.2 of Annex II.
  - 5b. Refuelling points for liquefied methane for motor vehicles deployed or renewed from the date of application referred to in Article 24 shall comply at least with the technical specifications set out in point 8.3 of Annex II.
  - 5c. Refuelling points for liquefied methane for inland waterway vessels or sea going ships deployed or renewed from the date of application referred to in Article 24 shall comply at least with the technical specifications set out in point 8.4 of Annex II.

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.
7. The Commission shall be empowered to adopt delegated acts in accordance with Article 20 to:
  - (a) supplement this Article with common technical specifications, 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 the areas listed in Annex II;
  - (b) amend Annex II by updating the references to the standards referred to in the technical specifications set out in that Annex.

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.

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.

## *Article 20*

### *Exercise of the delegation*

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
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.

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.
- 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.
4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to 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.

#### *Article 21*

##### *Committee procedure*

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

## *Article 22*

### *Review*

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 ~~it~~. 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 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.
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.

## *Article 23*

### *Repeal*

1. Directive 2014/94/EU is repealed with effect from the date of application referred to in Article 24.
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.

*Article 24*

*Entry into force*

This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

It shall apply from [x] months after entry into force.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

*For the European Parliament*

*The President*

*For the Council*

*The President*

## ANNEX I

### **Reporting**

The national progress report referred to in Article 14(1) of the Regulation shall include at least the following elements:

1. target setting
  - (a) vehicle uptake projections for 31 December of the years 2025, 2030 and 2035 for:
    - light-duty road vehicles separately for battery electric, plug in hybrid, and hydrogen;
    - heavy-duty road vehicles, separately for battery electric and hydrogen;
  - (b) targets for 31 December 2025, 2030 and 2035 for:
    - electric recharging infrastructure for light-duty vehicles: number of recharging stations and power output (classification of recharging stations following Annex III to this Regulation);
    - development of recharging stations for light-duty vehicles not accessible to the public, if applicable;
    - electric recharging infrastructure for heavy-duty vehicles: number of recharging stations and power output;
    - development of recharging stations for heavy-duty vehicles not accessible to the public, if applicable;
    - hydrogen refuelling stations: number of refuelling stations, capacity of the refuelling stations and connector provided;
    - road refuelling stations for liquefied methane: number of refuelling stations and capacity of stations;
    - 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;
    - 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 inland waterway ports of the TEN-T core and TEN-T comprehensive network including location (port) and capacity;
    - electricity supply for stationary aircraft, number of installations per airport of the TEN-T core and TEN-T comprehensive network;

- 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;
2. utilisation rates: for the categories under point 1(b), reporting the utilisation of that infrastructure;
  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):
    - 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 applicable), hydrogen refuelling stations, shore-side electricity supply in maritime and inland waterway ports, LNG bunkering at TEN-T core maritime ports, other alternative fuels infrastructure in ports, electricity supply to stationary aircrafts;
    - for recharging points, specifying the ratio of public to private infrastructure;
    - alternative fuels infrastructure deployment within urban nodes;
  - 3a. the review of the derogation pursuant to Article 3(2b);
  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;
  5. information on the policy measures supporting the implementation of the national policy framework, including:
    - direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure;
    - availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure;
    - use of public procurement in support of alternative fuels, including joint procurement;
    - demand-side non-financial incentives, for example preferential access to restricted areas, parking policy and dedicated lanes;

6. public deployment and manufacturing support, including:
  - 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 to support manufacturing plants for alternative fuels technologies, broken down by alternative fuel;
  - consideration of any particular needs during the initial phase of the deployment of alternative fuels infrastructures;
7. research, technological development and demonstration (RTD&D): annual public budget allocated to support alternative fuels RTD&D.

## ANNEX II

### **Technical specifications**

#### **1. Technical specifications for electricity supply for road transport**

- 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.
  - 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
- 1.2. High power recharging points for motor vehicles:
  - alternating current (AC) high 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;
  - 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.
- 1.3. Wireless recharging points for motor vehicles.
- 1.4. Recharging points for L-category motor vehicles shall comply at least with Commission Delegated Regulation (EU) 2019/1745.
- 1.5. Recharging points for electric buses shall comply at least with Commission Delegated Regulation (EU) 2021/1444 supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for electric buses.
- 1.6. Technical specifications for battery swapping for motor vehicles.
- 1.7. Technical specifications regarding the connector for recharging heavy-duty vehicles (DC charging).
- 1.8. Technical specifications for inductive static wireless recharging for passenger cars and light-duty commercial vehicles.
- 1.9. Technical specifications for inductive static wireless recharging for heavy-duty vehicles.
- 1.10. Technical specifications for inductive dynamic wireless recharging for passenger cars and light-duty vehicles.
- 1.11. Technical specifications for inductive dynamic wireless recharging for heavy-duty-vehicles.
- 1.12. Technical specifications for inductive static wireless recharging for electric buses.
- 1.13. Technical specifications for inductive dynamic wireless recharging for electric buses.

- 1.14. Technical specifications for electric road system (ERS) for dynamic overhead power supply via a pantograph for 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.
- 1.16. Technical specifications for battery swapping for L-category vehicles.
- 1.17. If **technically** feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles.
- 1.18. If **technically** feasible, technical specifications for battery swapping for heavy-duty vehicles.
- 1.19. Technical specifications for recharging stations to ensure access to users with disabilities.
- 2. Technical specifications for communication exchange in the electric vehicle recharging ecosystem**
  - 2.1. Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid communication).
  - 2.2. Technical specifications regarding communication between the recharging point and the recharging point management system (back-end communication).
  - 2.3. Technical specifications regarding communication between the recharging point operator, electromobility service providers and e-roaming platforms.
  - 2.4. Technical specifications regarding communication between the recharging point operator and the distributed system operators.
- 3. Technical specifications for hydrogen supply for road transport**
  - 3.1. Outdoor hydrogen refuelling points dispensing gaseous hydrogen used as fuel on board motor vehicles shall comply at least with the technical specifications of the ISO/TS 20100 gaseous hydrogen fuelling specification.
  - 3.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply at least with the technical specifications included in the ISO 14687:2019 standard.
  - 3.3. Hydrogen refuelling points shall employ fuelling algorithms and equipment complying at least with the ISO 19880-1:2020 Gaseous Hydrogen Fuelling specification.
  - 3.4. Connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply at least with the ISO 17268:2020 gaseous hydrogen motor vehicle refuelling connection devices standard.
  - 3.5. Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles.
  - 3.6. Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles.

#### **4. Technical specifications for electricity supply for maritime transport and inland navigation**

- 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 standard, for high-voltage ~~and low-voltage~~ shore connections respectively.
- 4.2. Shore-side electricity supply for inland waterway vessels shall comply at least with Commission Delegated Regulation (EU) 2019/1745.
- 4.3. Technical specifications for shore-side electricity recharging points for maritime vessels, featuring interconnectivity and system interoperability for maritime vessels.
- 4.4. Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels.
- 4.5. Technical specifications for port-to-grid communication interface in automated onshore power supply (OPS) and battery recharging systems for maritime vessels.
- 4.6. Technical specifications for port-to-grid communication interface in automated onshore power supply (OPS) and battery recharging systems for inland navigation vessels.
- 4.7. If feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels.

#### **5. Technical specifications for hydrogen bunkering for maritime transport and inland navigation**

- 5.1. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-fuelled vessels.
- 5.2. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-fuelled vessels.

#### **6. Technical specifications for methanol bunkering for maritime transport and inland navigation**

- 6.1. Technical specifications for refuelling points and bunkering for renewable methanol for maritime methanol-fuelled vessels.
- 6.2. Technical specifications for refuelling points and bunkering for renewable methanol for inland navigation methanol-fuelled vessels.

#### **7. Technical specifications for ammonia bunkering for maritime transport and inland navigation**

- 7.1. Technical specifications for refuelling points and bunkering for renewable ammonia for maritime ammonia-fuelled vessels.
- 7.2. Technical specifications for refuelling points and bunkering for renewable ammonia for inland navigation ammonia-fuelled vessels.

## **8. Technical specifications for natural gas refuelling points**

- 8.1. Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply at least with Commission Delegated Regulation (EU) 2019/1745.
- 8.2. CNG connectors/receptacles shall comply at least with UNECE Regulation No 110 (referring to ISO 14469:2017).
- 8.3. Refuelling points for liquefied methane for motor vehicles shall comply at least with Commission Delegated Regulation (EU) 2019/1745.
- 8.4. Refuelling points for liquefied methane for inland waterway vessels or sea-going ships shall comply at least with Commission Delegated Regulation (EU) 2019/1745.

## **9. Technical specifications related to fuel labelling**

- 9.1. The 'Fuels - Identification of vehicle compatibility - Graphical expression for consumer information' label shall comply at least with standard EN 16942:2016+A1:2021.
- 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.
- 9.3. The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732.

### ANNEX III

#### **Reporting requirements on deployment of electric vehicles and publicly accessible recharging infrastructure**

1. Member States must categorise their reporting on electric vehicles deployment as follows:
  - battery 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
2. Member States must categorise their reporting on deployment of publicly accessible recharging points as follows:

Category	Sub-category	Maximum power output	Definition pursuant to Article 2 of this Regulation
Category 1 (AC)	Slow AC recharging point, single-phase	$P < 7.4 \text{ kW}$	Normal power recharging point
	Medium-speed AC recharging point, triple-phase	$7.4 \text{ kW} \leq P \leq 22 \text{ kW}$	
	Fast AC recharging point, triple-phase	$P > 22 \text{ kW}$	High power recharging point
Category 2 (DC)	Slow DC recharging point	$P < 50 \text{ kW}$	
	Fast DC recharging point	$50 \text{ kW} \leq P < 150 \text{ kW}$	
	Level 1 - Ultra-fast DC recharging point	$150 \text{ kW} \leq P < 350 \text{ kW}$	
	Level 2 - Ultra-fast DC recharging point	$P \geq 350 \text{ kW}$	

3. The following data must be provided separately for publicly accessible recharging infrastructure dedicated to light-duty vehicles and heavy-duty vehicles:
  - number of recharging points, to be reported for each of the categories under point 2;
  - number of recharging stations following the same categorisation as for the recharging point;
  - total aggregated power output of the recharging stations.

**Correlation table**

Directive 2014/94/EU	This Regulation
Article 1	Article 1
Article 2(1)	Article 2(3)
Article 2	Article 2
-	Article 3
-	Article 4
Article 4	Article 5
-	Article 6
-	Article 7
Article 6(4)	Article 8
-	Article 9
-	Article 10
Article 6(1)	Article 11
-	Article 12
Article 3	Article 13
Article 10	Articles 14, 15, 16
Article 7	Article 17
	Article 18
	Article 19
Article 8	Article 20
Article 9	Article 21
	Article 22
Article 11	Article 23
-	Article 24
Article 12	Article 25
Article 13	