Council of the European Union
General Secretariat



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WORKING PAPER

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**WORKING DOCUMENT**

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| From: | General Secretariat of the Council |
| To: | Working Party on Transport - Intermodal Questions and Networks |
| Subject: | Fit for 55 Package - AFIR: Proposal for a Regulation on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU<br>- comments from Germany |

Delegations will find in the annex, comments from Germany on the subject mentioned above.

## General remarks

The German government would like to thank the Presidency for giving us the opportunity to provide remarks on the articles in order to present a compromised proposal.

However, we would like to emphasize that there are still some open questions that require further looking into. We therefore can only provide a limited number of concrete text proposals at this stage of the process.

In general, there should no longer be any requirements for the development of infrastructure for fossil fuels. We would like to explicitly point out the scrunity reservation for alternative fossil fuels (definition and targets). However, we do want synthetic and paraffinic fuels produced from non-renewable energy to be deleted from the definition of fossil alternative fuels. We are cautious of a mandatory roll-out obligation for LNG refueling infrastructure for vessels as we see a certain risk of the infrastructure becoming stranded assets. Therefore we preserve an explicit scrutiny reservation regarding the LNG infrastructure goals.

In the view of the rapid growth of electromobility across Europe, Germany considers the mandatorty targets set out in Art. 3 and Art. 4 of the draft proposal to be conceivably insufficient or too low. In our view it must be reconsidered to what extent increased targets would be technically and cost-effectively possible.

We preserve a scrutiny reservation regarding Article 6.

The EU-Commission should further explain why no targets are set for renewable fuels in the maritime sector and how energy and fuel use supply needs to be developed for maritime transport in the coming decade to achieve the greenhouse gas reduction targets in the maritime shipping sector?

Please note that additional remarks will follow. For this reason, we preserve the general scrutiny reservation concerning further provisions of the draft proposal.

German proposed amendments

1.10.21

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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**



recital (…)

(11) Implementation in Member States should ensure that a sufficient number of publicly accessible recharging points is installed, in particular at public transport stations, such as port passenger terminals, airports or railway stations. A sufficient number of publicly accessible fast recharging points dedicated to light-duty vehicles should also be deployed to increase consumer convenience in particular across the TEN-T network to ensure full cross-border connectivity and allow electric vehicles to circulate throughout the Union. **Concerning the compliance with the mandatory targets set out in this regulation, only recharging/refuelling stations located in significantly short distances to the TEN-T network shall be taken into account. Long distances should only be acceptable in justified exceptional cases. This is necessary in terms of user-friendliness and avoidance of additional traffic, but also in order to avoid stranded investments, especially in the period until 2030, while expectably high funds by the Member States will be necessary for the deployment of refuelling and recharging infrastructure.**

**Member states shall establish a national centre for charging infrastructure that coordinates and manages activities to expand the charging infrastructure in each member state. The national centre should provide support in planning, implementing and funding for the charging infrastructure. It collects relevant data for a better understanding of the need for charging stations. It connects with all the key stakeholders and shares its knowledge**.

(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost nowhere available in the Union. A combined approach of distance-based targets along the TEN-T network, targets for overnight recharging infrastructure and targets at urban nodes should ensure that a sufficient publicly accessible infrastructure coverage for electric heavy-duty vehicles is established throughout the Union to support the expected market uptake of battery electric heavy-duty vehicles. **To that end, the European Commission shall ensure, that European standardisation procedures for recharging and refuelling infrastructure procedes simultanously and goes hand in hand with the timeline necessary for planning, tendering and building the infrastructure. Where necessary, the standardisation processes for a European-wide harmonised charging infrastructure - both for stationary as well as dynamic charging i.e. via**

**Electric Road Systems and bidirectional charging – shall be accelarated or initiated.**

(19) The possibility to develop advanced digital services, including contract-based payment solutions, and to ensure transparent user information by digital means depends on the deployment of digitally connected and smart recharging points that support the creation of a digitally connected and interoperable infrastructure1. Those smart recharging points should comprise a set of physical attributes and technical specifications (hardware and software) that are necessary to send and receive data in **near** real-time, enabling the flow of information between market actors that are dependent on these data for fully developing the recharging experience, including charging point operators, mobility service providers, e-roaming platforms, distribution systems operators and, ultimately, end consumers.

(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council2 enable **near** real-time data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of recharging services. By providing energy metering in **near** real-time and accurate and transparent information on the cost, they encourage, in combination with smart recharging points, recharging at times of low general electricity demand and low energy prices. The use of smart metering systems in combination with smart recharging points can optimise recharging, with benefits for the electricity system and for the end user **while ensuring the highest level of cybersecurity protection, privacy of final customers as well as the protection of their data.** Member States should encourage the use of smart metering system for the recharging of electric vehicles at publicly accessible recharging stations, where technically feasible and economically reasonable, and ensure that these systems comply with the requirements laid down in Article 20 of Directive (EU) 2019/444.

(24) Price transparency is crucial to ensure seamless and easy recharging and refuelling. Users of alternative fuel vehicles should be given accurate price information before the start of the recharging or refuelling service. The price **of alternative fuels** should be communicated in a clearly structured manner **as unit price shall mean the final price including VAT and all other taxes. If there are charged additional prices, e.g. parking fee, these prices have to be presented separately** to allow end users to identify the **total costs and the** different cost components.

**(24a) With regard to price setting, the applicable provisions of competiton law apply.**

*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.

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1 In line with the principles laid down in the European Interoperability Framework – Implementation Strategy, COM/2017/0134 final.

2 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).

*Article 2*

*Definitions*

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

(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':

– electricity,

– hydrogen, **where it is used in connection with fuel cells**

~~– ammonia,~~

(b) 'renewable fuels': **means advanced biofuels, biofuels, bioliquids, biomass fuels and renewable fuels of non-biological origin", in order to correspond with [Art. 2(22a) of Proposed Directive (COM(2021) 557 final)]**

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

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

**Fuels that shall be labeled according to this regulation are, electricity, mineral oil-based fuels, synthetic fuels, biofuels, natural gas, liquefied petroleum gas (LPG), hydrogen and biogas, as well as mixtures of the aforementioned fuels for mobile use.**

(8) 'battery electric vehicle' means an electric vehicle ~~that exclusively runs on~~ **where the energy feeding** the electric motor~~, with~~ **is exclusively provided by a battery and that has** no secondary source of propulsion;

(10) 'connector' means the physical interface between the recharging **or refuelling** point and the ~~electric~~ vehicle through which the ~~electric~~ energy is exchanged;

(14) 'digitally-connected recharging point' means a recharging point that can send and receive information in **near** 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;

(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;

(35) 'passenger ship' means a ship that carries more than 12 passengers, including cruise **passenger** 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;

(38) 'publicly accessible' alternative fuels infrastructure, means an alternative fuels infrastructure **whose parking space can be used by an undefined group of persons or a group of persons that can only be determined according to general**

**characteristics, unless the operator of the recharging point has restricted the use to an individually determined group of persons at the charging point or in the immediate vicinity of the charging point by means of a clearly visible marking or signage; the group of persons is not determined solely by the fact that the use of the charging point is made dependent on an application or registration.**

~~**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;**~~

(44) 'recharging pool' means ~~**one or**~~ more **than one** recharging stations at a specific location;

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

(51) ~~**'refuelling session' means the full process of refuelling a vehicle at a publicly accessible refuelling point from the moment the vehicle is connected to the moment the vehicle is disconnected;**~~

(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) 1315/2013** that is dedicated to heavy-duty vehicles overnight parking;

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

**(59a) 'near real-time' means near real-time as defined in Article 2 point (26) Regulation (EU) 2019/944;**

*Article 3*

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

1. Member States shall ensure that:

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

– in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed that 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 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.

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 ~~6~~**3**0 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 ~~station~~**point** with a~~n individual power output~~ **maximum charging capacity of technically** ~~of~~ at least ~~150~~ **300** kW;

(ii) by 31 December 2030, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging ~~stations~~**points** with a~~n individual power output~~ **maximum charging capacity of technically** ~~of~~ at least ~~150~~ **300** kW

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

(i) by 31 December 2030, each recharging pool shall offer a power output of at least 300 kW and include at least one recharging ~~station~~**point** with a~~n individual power output~~ **maximum charging capacity of technically** ~~of~~ at least ~~150~~ **300** 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 ~~station~~**points** with a~~n individual power output~~ **maximum charging capacity of technically** ~~of~~ at least ~~150~~ **300** kW.

*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:

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

(i) by 31 December 2025, each recharging pool shall offer a power output of at least 1400 kW and include at least one recharging station with an individual power output of at least 350 kW, **which must be easily upgradeable to megawatt charging once this standard becomes available**;

(ii) by 31 December 2030, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations with an individual power output of at least ~~350~~ **1000** kW,

**(iii) by 31 December 2035, each recharging pool shall offer a power output of at least [>3.500] kW and include at least two recharging stations with an individual power output of at least >1000 kW**,

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

(i) by 31 December 2030, each recharging pool shall offer a power output of at least 1400 kW and include at least one recharging station with an individual power output of at least ~~350~~ **1000** kW,

(ii) by 1 December 2035, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations with an individual power output of at least ~~350/~~ **>1000** kW;

**New 3. In case a Member State builds up an electric road system (ERS) based on an appropriate, publicly accessible dynamic overhead power supply dedicated to hybrid, battery or fuell cell electric heavy-duty vehicles equipped with a pantograph, the minimum required power per recharging pool reduces to:**

**(a) on sections of the TEN-T core network:**

**(i) regarding point 1.(a).(i): at least 700kW;**

**(ii) regarding point 1.(a).(ii): at least 2000kW;**

**if the ERS system is in operation at the respective timescale;**

**(b) on sections of the TEN-T comprehensive network:**

**(i) regarding point 1.(b).(i): at least 700 kW;**

**(ii) regarding point 1.(b).(ii): at least 2000 kW;**

**if the ERS system is in operation at the respective timescale; whilst neighbouring Member States operating an ERS shall cooperate to ensure that the ERS is not exposed for cross-border sections of the TEN-T core and comprehensive 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 using a payment instrument that is widely used in the Union. To that end:

**Operators of recharging points shall enable the authentication required for the cashless payment process at the respective charging point or in its immediate vicinity and accept a contactless payment process at least by means of a common debit and credit card system using a card with near field communication capability.**

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

~~**(i) payment card readers;**~~

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

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

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

~~**(i) payment card readers;**~~

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

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

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

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. **Operators of publicly accessible recharging points shall ensure that any mobility service provider has access to the recharging stations operated by them in a non-discriminatory manner.**

5. Operators of recharging points shall clearly display the ad hoc price **of alternative fuels as unit price shall mean the final price, including VAT and all other taxes at the recharching point or in its immediate vicinity this includes the possibility of price indication retrievable e.g. with Quick Response code [pd QR-Code] using electronic means. If there are charged additional prices, e.g. a parking fee, these prices have to be presented separately to allow end users to identify the total costs and the different cost** ~~**and all its**~~ components at all publicly accessible recharging stations operated by them so that these are known to end users before they initiate a recharging session. **The unit price** shall be clearly displayed **as**

– **price per kWh.**

**Operators of recharging points may chargeancharge anchargeancharge an additional price component for parking after the recharging session has ended.**

**÷**

~~– price per session,~~

~~– price per minute,~~

~~– price per kWh.~~

6. Prices charged by mobility service providers to end users **within the scope of a longer-lasting commercial relationship** 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 **[first]** recharging session**,** ~~**and specific to their intended recharging session, through freely available, widely supported electronic means,**~~ clearly distinguishing the price components ~~**charged by the operator of recharging point,**~~ applicable e-roaming costs and other fees or charges applied by the mobility service provider. The fees shall be ~~**reasonable,**~~transparent and non-discriminatory. No extra charges for cross-border e-roaming shall be applied.

~~*Article 8*~~

~~*LNG infrastructure for road transport vehicles*~~

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

*Article 9*

*Targets for shore-side electricity supply in maritime ports*

1. Member States shall ensure that a minimum shore-side electricity supply for seagoing container and passenger ships is provided in maritime ports. To that end, Member States shall take the necessary measures to ensure that **by 1 January [2025] for TEN-T core maritime ports and by 1 January 2030 for TEN-T comprehensive maritime ports:**

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

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

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

(a) port calls that are at berth for less than two hours, calculated on the basis of hour of departure and arrival monitored in accordance with Article 14 of the **[**proposal for a Regulation COM(2021)562**]**;

(b) port calls by ships that use zero-emission technologies, as specified in Annex III of the **[**proposal for a Regulation COM(2021)562**]**;

(c) unscheduled port calls **necessary for the purpose of securing the safety of a ship**~~**forreasons of safety**~~ or saving life at sea.

*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.

(c) **where there is demand and unless the costs are disproportionate to the environmental benefits installations providing shore-side electricity supply to inland waterway vessels are deployed along all TEN-T core inland waterways by 1 January 2030.**

*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.

That national policy framework shall contain at least the following elements:

(a) an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure, considering intermodal access of alternative fuels infrastructure and, where relevant, cross-border continuity;

(b) 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;

**(c)** **optionally**, national targets and objectives for the deployment of alternative fuels infrastructure related to points (l), (m), (n), (o) and (p) of this paragraph for which no mandatory targets are set out in this Regulation;

~~(d) policies and measures necessary to ensure that the mandatory targets and objectives referred to in points (b) and (c) of this paragraph are reached;~~

(e) **optionally,** 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;

(f) ~~measures to encourage and facilitate the deployment of recharging stations for light-duty and heavy-duty vehicles at private locations that are not accessible to the public;~~

~~(g) measures to promote alternative fuels infrastructure in urban nodes, in particular with respect to publicly accessible recharging points;~~

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

~~(i) 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;~~

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

(l) **optionally**, a deployment plan for alternative fuels infrastructure in airports other than for electricity supply to stationary aircraft, in particular for hydrogen and electric recharging for aircrafts;

(m) **optionally,** a deployment plan for alternative fuels infrastructure in maritime ports, in particular for electricity and hydrogen, for port services as defined in Regulation (EU) 2017/352 of the European Parliament and of the Council[3];

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

(o) **optionally,** a deployment plan for alternative fuels in inland waterway transport, in particular for both hydrogen and electricity;

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

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.~~

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~~

[3] 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).

~~**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.**~~

*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 by recharging points. That information shall be made available in motor vehicle manuals, at refuelling and recharging points, on motor vehicles and in motor vehicle dealerships in their territory. This requirement shall apply to all motor vehicles, and their motor vehicle manuals, placed on the market after ~~**18 November 2016**~~ **the date referred to in Article 24**.

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

   (b) in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market after **the date referred to in Article 24.** ~~**18 November 2016.**~~

3. When fuel prices are displayed at a fuel station, a comparison between the relevant ~~**unit prices**~~ **fuel costs per 100 km** shall be displayed where appropriate, and in particular for electricity and hydrogen, for information purposes following the common methodology for alternative fuels unit price comparison referred to in point 9.3 of Annex II.

5. Where provisions on labelling of the respective European Standards are updated, implementing acts regarding the labelling are adopted or new European Standards for alternative fuels are developed, as necessary, the corresponding requirements on labelling shall apply to all refuelling and recharging points and **new** motor vehicles registered on the territory of the Member States 24 months after their respective updating or adoption.

6. **Member States are permitteed to define stricter requirements for the labelling provisions of paragraphs 1 and 2.**

*Article 18*

*Data provisions*

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

   (a) static data for publicly accessible recharging and refuelling points operated by them:

      (i) geographic location **and full address including street name, house number and zip code** of the recharging or refuelling point,

*Article 19*

*Common technical specifications*

3. Publicly accessible hydrogen refuelling points deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in points 3.1, ~~3.2~~, 3.3, and 3.4 of Annex II.

**new 8. Standardisation under paragraph 6 and common technical specifications under paragraph 7 for communication exchange in the electric vehicle recharging ecosystem shall not undermine the high level of security requested at national level in the field of energy where smart metering systems subject to those national requirements are to be used.**

*Article 22*

*Review*

By ~~31 December~~ **30 June** 20~~26~~ **25**, the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it.

**By 31 December 2022 the Commission shall asses the market ramp-up of renewable fuels and identify how energy and fuel use supply needs to be developed for maritime transport in the coming decade to achieve the greenhouse gas reduction targets in the maritime shipping sector and review this Regulation, and, where appropriate, submit a proposal to amend it.**