Council of the European Union
General Secretariat

Brussels, 19 April 2022

WK 5358/2022 ADD 5

LIMITE

TRANS	**ENV**
CLIMA	**ENER**
ECOFIN	**CODEC**
AVIATION	**IND**
MAR	**COMPET**

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WORKING DOCUMENT

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To:	Working Party on Transport - Intermodal Questions and Networks
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Subject:	Fit for 55 Package - AFIR: Proposal for a Regulation on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU - Revised Presidency compromise - Comments from Finland

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

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LIMITE

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CLIMA 137
ECOFIN 268
AVIATION 54
MAR 73
ENV 282
ENER 102
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NOTE

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	ST 12495/21 ST 7592/22
No. Cion doc.:	COM(2021) 559 final
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 - Revised Presidency compromise

In view of the working party on 11 April, delegations will find annexed a consolidated Presidency compromise proposal, covering all the articles, without the recitals. Regarding article 18(2) and article 18(4a), the Presidency has taken note of the comments of Member States and is still reflecting on the way forward.

Changes compared to the document ST 12495/21 are highlighted in **bold and underlined** for additions and in ~~strikethrough~~ for deletions. Changes compared to document ST 7592/22 are shown in **shaded grey**.

ANNEX

Amendment proposal by FINLAND (supplement and ~~strikethrough~~)

Additional joint written comments have been provided separately to the proposed Articles 3 and 4 on 12 April 2022 (WK 5358/2022 ADD 3).

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~~, as defined in Article 2, point (5) of Commission Delegated Regulation (EU) 2015/962[1]~~;

(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;

Kommentoinut [A1]: Some CPOs always offer the service through EMPs. Thus, this should include all additional price components levied for ancillary services, if applicable.

(2a) 'along the TEN-T ~~core or comprehensive~~ network' means: for electric recharging stations 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 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,

– 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;

[1] ~~Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).~~

(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;

(5) 'airport managing body' as defined in Article 2, point (2) of Directive 2009/12/EC of the European Parliament and of the Council[2];

(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 ~~electric~~ vehicle through which the ~~alternative~~ **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[3];

(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;

(15) 'distribution system operator' means an operator as defined in Article 2, point (29) of Directive (EU) 2019/944;

(16) 'dynamic data' means data that do change often or on a regular basis;

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2 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).

3 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).

(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** ~~the gate or at an airport outfield position~~;

(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.

(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 [4];

(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** ~~Annex II to Directive 2007/46/EC~~[5];

(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;

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4 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).

5 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).

(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** ~~Annex II to Directive 2007/46/EC~~;

(49a) '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)] [6] of Directive 2010/40/EU** ~~where certain static and dynamic data are made accessible for re-use to data users, as implemented by Member States in compliance with Article 3 of Commission Delegated Regulation (EU) 2015/962~~;

~~(32a) 'on-shore power supply' means the system to supply electricity to ships at berth, at low or high voltage, alternate or direct current, including ship side and on-shore installations;~~

(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;

(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** ~~on-shore power~~ supply installation to a vehicle or vessel connected to that recharging point, station, pool or installation;

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

Kommentoinut [A2]: Biogas is an important alternative to decarbonise the transport. Thus, we thank the Presidency for including it in the definition.

Kommentoinut [A3]: The use of the definition of “shore-side electricity” is acceptable by us.

[6] *As proposed in COM(2021) 813 final (ITS Directive)*

(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;

Kommentoinut [A4]: There are recharging stations in the market that do not constitute of “single” physical installatations. Finland sees a need for clear and precise definitions to enable unified interpretation in all Member States.

(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;

(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 ~~alternative~~ fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle, **one vessel or one aircraft** at a time;

(50) ‘refuelling service’ means the sale or provision of any liquid or gaseous ~~alternative~~ 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 **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 at berth;

(59) 'smart recharging' means a recharging operation in which the intensity of electricity delivered to the battery is adjusted **dynamically** ~~in real-time~~, 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;

(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 TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;

(64) 'TEN-T core maritime port and TEN-T comprehensive maritime port' means a maritime port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;

(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

Kommentoinut [A5]: Scrutiny reservation on Articles 3 and 4. Additional joint written comments provided.

1. Member States shall ensure that~~:~~

   – **, in their territory,** publicly accessible recharging stations **dedicated to** ~~for~~ light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles~~;~~

   – **and** ~~in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed that~~ provide sufficient power output for those vehicles.[7]

   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.

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

[7] *This will become a sentence, without indents:* 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.

(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** ~~station~~ with an individual power output of at least 150 kW;

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

Kommentoinut [A6]: Finland thanks the Presidency for noticing the the principle of technology neutrality in defining the requirements. This is important for us.

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.**

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

Kommentoinut [A7]: Scrutiny reservation on Articles 3 and 4. Additional joint written comments provided.

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 [x] % 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 [y] % 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 ~~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;~~

~~(ii) by 31 December 2030,~~ **and that** each recharging pool ~~shall~~ offer**s** a power output of at least 3500 kW and include**s** at least two recharging ~~stations~~ **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 ~~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,~~ **and** ~~that~~ each recharging pool ~~shall~~ offer**s** a power output of at least 1400 kW and include**s** at least one recharging ~~station~~ **point** with an individual power output of at least 350 kW;

~~(ii) by 1 December 2035, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations 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 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 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 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:

(i) for the calculation of the denominator: the total length of the TEN-T network within the territory of the Member State;

(ii) 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 ~~and deployed from the date referred to in Article 24~~, 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 ~~ensure that these public recharging points~~**, at those points** ~~stations~~**,** accept electronic payments~~. Operators of recharging points shall, where appropriate include,~~ **through terminals and devices used for payment services, includ~~e~~ing** at least one of the following ~~terminal and devices~~:

(i) payment card readers;

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

(iii) **for publicly accessible recharging points** ~~stations~~ **with a power output below 50 kW, devices using an internet connection and allowing for a secure payment transaction such as those generating** ~~with which for instance~~ a **specific** Quick Response code ~~can be specifically generated and~~;

From 1 January 2027 onwards, operators of recharging points shall ensure that all publicly accessible recharging **points** ~~stations on the TEN-T network~~ **operated by them**, **including those points** ~~stations~~ **deployed before the date of application referred to in Article 24, that meet the requirements set out in Article 3(2)** ~~with~~ **and have** a power output equal to or more than 50 kW ~~operated by them, are equipped with a payment instrument, as defined in paragraph 1 of this article~~, **comply with the requirements set out in points (i) or** ~~and~~ **(ii)**.

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

Kommentoinut [A8]: We thank the Presidency for keeping this.

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. ~~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. Where appropriate, the access may not be granted according to an objective justification.~~ 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 ~~and all its components~~ available at all publicly accessible recharging stations operated by them so that ~~these are~~ **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** ~~at least the following price components, if applicable at the recharging station~~[8] ~~shall be made available:~~

   – price per session,

   – price per minute,

   – price per kWh.[9]

   With respect to publicly accessible recharging points ~~stations~~ **with a power output equal to or more than 50 kW, deployed from the date of application referred to in Article 24** ~~or~~ **and with respect to those recharding points referred to in the** ~~second~~ **third**

[8] *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 ~~all applicable~~ **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.**

[9] *This will become a sentence, without indents:* **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.**

subparagraph of paragraph 2, this information shall be clearly shown ~~displayed~~ **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 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.

7. **No later than 1 year after the date of application as referred to in Article 24,** ~~O~~**o**perators of recharging points shall ensure that all ~~newly~~ **publicly accessible recharging points** ~~built or renovated after the date of application referred to in Article 24 publicly accessible recharging points~~ operated by them are digitally-connected recharging points.

8. Operators of recharging points shall ensure that all ~~newly~~ **publicly accessible normal power recharging points** built or renovated **after the date of application referred to in Article 24** ~~publicly accessible normal power recharging~~ points 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** ~~this Regulation enters into force~~, 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 ~~with a minimum capacity of 2 t/day and~~ **equipped with at least a 700 bars dispenser are deployed with a maximum distance of [150-250] km in-between them** along the TEN-T core and the TEN-T comprehensive network ~~are deployed with an average distance of [150] km in-between them, but not more then a distance of [180] km. Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of 450 km in-between them.~~

~~Member States shall ensure that by 31 December 2030, at least one publicly accessible hydrogen refuelling station is deployed in each urban node.~~ An analysis on the best location shall be carried out **by Member States** for such refuelling stations **and** ~~that~~ 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. ~~In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.~~

Kommentoinut [A9]: Finland sees that more flexibility is needed.
Although hydrogen is an interesting technology for the future and the EU wide targets are needed, the technology is not omnipresent yet.

Thus, the requirement should only be directed to the roads of the traffic density over 2000 AADT and the maximum distance should be 300 km. In addition, urban nodes could be included in the proposal.

Article 7

Hydrogen refuelling infrastructure

1. ~~From the date referred to in Article 24 all o~~**O**perators of ~~publicly accessible~~ hydrogen refuelling stations **shall, at the publicly accessible refuelling stations** operated by them ~~shall~~ provide ~~for the possibility for~~ end users **with the possibility** to refuel on an ad hoc basis**.**

Ad hoc refuelling shall be possible at all publicly accessible hydrogen refuelling stations using a payment instrument that is widely used in the Union. To that end, operators of **those** ~~hydrogen refuelling~~ stations shall ~~ensure that these hydrogen refuelling stations operated by them~~ accept electronic payments **through terminals and devices used for payment services**~~. Operators of refuelling points shall include, where appropriate~~, **including** at least one of the following ~~terminal and devices~~:

(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** ~~recharging~~ session, and specific to their intended **refuelling** ~~recharging~~ session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling point, applicable e-roaming costs and other fees or charges applied by the mobility service provider.

Article 8

*~~LNG~~ **I**nfrastructure **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 ~~LNG~~ **liquefied methane** are put in place, at least along the TEN-T core network, in order to allow ~~LNG~~ heavy-duty motor vehicles **using liquefied methane** to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Article 9

*Targets for **shore-side electricity** ~~on-shore power~~ supply in maritime ports*

1. Member States shall ensure that a minimum **shore-side electricity** ~~on-shore power~~ supply for seagoing container ships and seagoing passenger ships is provided in TEN-T maritime ports. To that end, Member States shall ensure that the managing body of the port, or the competent authority of the port, pursuant to the provisions of Regulation (EU) 2017/352, 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** ~~whose~~ average annual number of port calls over the last three years by seagoing container ships above 5000 gross tonnes is above [50], are equipped to provide **each year** ~~the required~~ **shore-side electricity** ~~on-shore power to~~ supply **for** at least [90%] of the**se total number of** port calls **of seagoing container ships above 5000 gross tonnes at the maritime port concerned**;

Kommentoinut [A10]: Finland prefers keeping this to make clear that it is up to the Member States to choose how the requirement is ensured.

Alternatively, clarification of this could be added to the recitals.

(b) TEN-T core and TEN-T comprehensive maritime ports, **for which the** ~~whose~~ average annual number of port calls 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** ~~the required~~ **shore-side electricity** ~~on-shore power to~~ supply **for** at least [90%] of the~~se~~ **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 at the maritime port concerned**;

(c) TEN-T core and TEN-T comprehensive maritime ports, **for which the** ~~whose~~ average annual number of port calls 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 ~~above 5000 gross tonnes~~ is above [25], are equipped to provide **each year** ~~the required~~ **shore-side electricity** ~~on-shore power to~~ supply **for** at least [90%] of the~~se~~ **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 at the maritime port concerned**.

2. ~~For the determination of the number of port calls, t~~**The following port calls** shall not be taken into account ~~the~~ **for the purposes of determining the total number of** port calls ~~of ship~~ **at the port concerned under paragraph 1**:

(a) **the port calls of ships** that are **moored at the quayside** ~~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 *(FuelEUMaritime)*;

(b) **the port calls of** ~~by~~ **ships** that use zero-emission technologies**, as specified pursuant to [article 5, paragraph 4 of FuelEUMaritime - cf ST 7601/22], for their electrical power demand at berth, while moored at the quayside**~~, as specified in Annex III of the proposal for a Regulation COM(2021)562 *(FuelEUMaritime)*~~;

(c) **the port calls of ships that have to make an** unscheduled **and not systematic** port call~~s~~ 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 ~~clean~~ **non-fossil** energy sources **to cover the needs of the island or the outermost region**.

Article 10

*Targets for **shore-side electricity** ~~on shore power~~ supply in inland waterway ports*

Member States shall ensure that:

(a) at least one installation providing **shore-side electricity** ~~on shore power~~ 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** ~~on shore power~~ 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 ~~LNG~~ **liquefied methane** in maritime ports*

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

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

Article 12

Targets for supply of electricity to stationary aircraft

1. Member States shall ensure that~~,~~ ~~airport managing bodies of~~ **at** all TEN-T core and comprehensive network airports~~,~~ ~~ensure~~ the provision of electricity supply to stationary aircraft **is ensured** by[10]:

   (a) 1 January 2025, at all **aircraft contact stands** ~~gates~~ used for commercial air transport operations;

   (b) 1 January 2030, at all **aircraft remote stands** ~~outfield posts~~ used for commercial air transport operations.

1a. Member States may exempt airports of the TEN-T ~~comprehensive~~ 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** ~~outfield posts~~.[11]

Kommentoinut [A11]: The limit of 10 000 commercial flight movements is acceptable for us.

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 ~~alternative~~ **fossil** fuels.

[10] The following sentence would 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.**

[11] The following sentence would be inserted in the recitals: **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.**

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** ~~That~~ 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 point~~s~~ **2** ~~(b) and (c)~~ 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;

(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;

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

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

~~(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;~~

(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;

Kommentoinut [A12]: Finland thinks that the reporting requirements are an important part of AFIR to get an overview on the development of the infrastructure in the EU. On the other hand, the reporting should not become an unnecessary burden for the Member States.

Thus, Finland would propose moving this under the voluntary reporting obligations.

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

(b) **The** ~~That~~ 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** ~~in particular~~ for hydrogen and electric recharging for aircrafts;

(2) a deployment plan for alternative fuels infrastructure in maritime ports, **for instance** ~~in particular~~ for electricity and hydrogen, for port services as defined in Regulation (EU) 2017/352 of the European Parliament and of the Council[12];

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

(4) a deployment plan for alternative fuels in inland waterway transport, , **for instance** ~~in particular~~ 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;

(7) 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;

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

[12] 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).

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~~ three ~~three~~ years thereafter.

2. The progress report~~s~~ 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** ~~or their The regulatory authority of a Member States~~ shall assess, at the latest by 30 June 2024 and periodically every **four** ~~three~~ years thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points, whether public ~~or private~~, and provide recommendations in terms of type, supporting technology and geographical distribution in order to facilitate the ability of users to integrate their electric vehicles in the system. It shall be made publicly available. **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~~ The Member States shall assess, at the latest by 30 June 2024 and periodically every **four** ~~three~~ years thereafter, the potential contribution of bidirectional charging to the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available and the information may be gathered on the basis of input from transmission system operators and distribution systems operations as well as other available sources. 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.

~~5. The Commission shall adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be submitted by the Member States in accordance with Article 13(1), no later than six months after the date referred to in Article 24. The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation.~~

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

Kommentoinut [A13]: We support this change.

Kommentoinut [A14]: We think that the private recharging points should be removed from the assessment. The information is not publicly available.

Kommentoinut [A15]: The comprehensive information on this matter may not be available from transmission system operators and distribution system operations. Thus, it should be non-binding. The Member States should be able to determine the best available source of the information.

Kommentoinut [A16]: If 'Member States' is the responsible body in the para 3, the subsequent amendment should be done here.

Kommentoinut [A17]: We support this change.

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 shall 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 ~~pursuant to Article 14(1)~~ one year after submission of th**ose**~~e national~~ progress reports by the Member States **pursuant to Article 14(1)**. This assessment shall contain an assessment of:

   (a) the progress made at Member States level 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, ~~and~~ national progress reports **and reports submitted by** Member States pursuant to **respectively** Article 13(**9**~~1~~) **Article** ~~and~~ 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** ~~on-shore power~~ 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 ~~LNG~~ **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 ~~LNG~~ **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** 28 February of the year following **the date of application referred to in Article 24** entry into force of this Regulation and every year thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug-in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III.

2. **Without prejudice to the procedure laid down in Article 258 TFEU,** ~~W~~**w**here it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State ~~is at risk of~~ **did** not meet~~ing~~ its national targets as referred to in Article 3(1), the Commission may issue a finding to this effect and ~~request~~ **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** ~~. The corrective measures shall entail~~ additional actions that the Member State ~~shall~~ **intends to** implement to meet ~~the~~ **those** targets ~~set in Article 3(1)~~ and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest **national** progress report as referred to in Article 14 with these corrective measures and submit it to the Commission.

Kommentoinut [A18]: There is no EU-wide system to collect exact data on the total aggregated recharging power output until the national access points have been set up in accordance with the Art 18(2)-18(4). In addition, in comparision to the current directive, the aims have been shifted from charging point per vehicle assessment to amount of kW assessment. To avoid unnecessary burden for the Member States and the possible consequences as laid down in Art 16(2), this should be taken into account.

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** ~~by~~ recharging points. ~~To that end, Member States shall ensure~~ That information **shall be** ~~is~~ made available**:**

   (i) 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;**

   ~~**(ii)** at refuelling that information shall be made available in motor vehicle manuals, at refuelling and recharging points **by refuelling and recharging point operators**; and~~

   (iii) in motor vehicle dealerships **by the distributors as referred to in Article 3(43) of Regulation (EU) 2018/858** ~~dealers in their territory~~.

   ~~This requirement shall apply to all motor vehicles, and their motor vehicle manuals, placed on the market after 18 November 2016.~~

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. ~~Member States shall ensure that~~ 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 ~~newly~~ placed on the market ~~after 18 November 2016~~.

3. Where appropriate, a comparison between the relevant unit prices shall be displayed and in particular for electricity and hydrogen, by refuelling operators for information purposes following the common methodology for alternative fuels unit price comparison referred to in point 9.3 of Annex II.

~~3. When fuel prices are displayed at a fuel **refuelling** station, Member States shall ensure that a comparison between the relevant unit prices is displayed where appropriate, and in particular for electricity and hydrogen, for information purposes following the common~~

Kommentoinut [A19]: Finland prefers the wording of the Art 7, para 3 of Directive 2014/94/EU on the deployment of alternative fuels infrastructure.

~~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) ~~adopt implementing acts~~ determin**e**~~ing~~ 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** ~~registered on the territory of the Member States 24 months after their respective updating or adoption~~.

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~~ at the latest 18 months after the date **of application** referred to in Article 24.

Kommentoinut [A20]: Finland sees that the implemention time of one year should be extended to ensure a creation of fully functioning system that contributes to its purpose.

The applicable amendment can be found in Art 18.2.

2. No later than 18 months after ~~1 year after~~ **the date of application as referred to in Article 24** ~~entry into force of this Regulation~~, 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 operator of~~ the recharging point ~~and mobility service porviders offering services at that recharging point, as referred to in parapgraph 1~~,

(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,

~~(iv) opening hours.~~

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 Point.

4. The Commission shall be empowered to adopt delegated acts in accordance with Article 20 to~~: (a)~~ 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** ~~to the ones specified in paragraph 2~~, **in view of technological developments or new services made available on the market**;

~~(b) specify elements related to the data format, frequency and quality in which these data shall be made available;~~

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

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.

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 Directive 2010/40/EU 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 ~~of at least 24 months~~ 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** ~~on shore power~~ supply **for sea-going vessels/ships** ~~installations for maritime transport~~, 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 ~~and 4.2~~ of Annex II.

4a. Shore-side electricity ~~on shore power~~ **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. ~~CNG~~ **R**~~r~~efuelling 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 ~~LNG~~ 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 ~~LNG~~ 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 exisiting 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 ~~of at least 24 months~~ before the technical specifications contained therein, or amendments thereof, become binding on the infrastructure ~~to be deployed or renewed~~.

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~~, 2 years after the entry into force of this Regulation, a focused technology readiness report.~~ **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 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, as well as the need to specify a minimum capacity for those stations.**

2. **By 31 December 2026, the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it**~~. The Commission shall in particular assess the level of market development at which the requirements of the second subparagraph of Article 3(1) should~~ be discontinued ~~cease to apply throughout the Union in order to avoid adverse effects~~**. It shall also review whether the electronic means of payment referred to in Article 5(2) are still appropriate.**

Kommentoinut [A21]: Finland sees a need to determine the level in which the requriements of the second subparagraph of Article 3(1) should be discontinued already in this proposal.

Joint written comments have been provided separately to the proposed Articles 3 and 4 on 12 April 2022 (WK 5358/2022 ADD 3).

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	*For the Council*
The President	*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;
- ~~LNG~~ road refuelling stations **for liquefied methane**: number of refuelling stations and capacity of stations;
- ~~LNG~~ refuelling points **for liquefied methane** at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;
- **shore-side electricity** ~~on shore power~~ 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** ~~on shore power~~ 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** ~~national objectives~~ 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** ~~on-shore power~~ 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 ~~fuel~~ **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 ~~as specified by Commission Delegated Regulation (EU) 2021/ […/…] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless recharging points for motor vehicles~~.

1.4. Recharging points for L-category motor vehicles **shall comply at least with** ~~as specified by~~ Commission Delegated Regulation (EU) 2019/1745.

1.5. Recharging points for electric buses **shall comply at least with** ~~as specified by~~ 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** ~~wireless recharging points for motor vehicles~~.

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 feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles.

1.18. If 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 14687:2019standard.

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** ~~on-shore power~~ 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** ~~on-shore power~~ supply for inland waterway vessels shall comply **at least** with Commission Delegated Regulation (EU) 2019/1745.

4.3. Technical specifications for **shore-side** ~~on-shore~~ electricity recharging points for maritime vessels, featuring interconnectivity and system interoperability for maritime vessels.

4.4. Technical specifications for **shore-side** ~~on-shore~~ 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 ~~LNG~~ **liquefied methane** for motor vehicles shall comply **at least** with Commission Delegated Regulation (EU) 2019/1745.

8.4. Refuelling points for ~~LNG~~ **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 kW	Normal power recharging point
	Medium-speed AC recharging point, triple-phase	7.4 kW ≤ P ≤ 22 kW	
	Fast AC recharging point, triple-phase	P > 22 kW	High power recharging point
Category 2 (DC)	Slow DC recharging point	P < 50 kW	
	Fast DC recharging point	50 kW ≤ P < 150 kW	
	Level 1 - Ultra-fast DC recharging point	150 kW ≤ P < 350 kW	
	Level 2 - Ultra-fast DC recharging point	P ≥ 350 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.

   […]

ANNEX IV

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	Articlle 20
Article 9	Article 21
	Article 22
Article 11	Article 23
_	Article 24
Article 12	Article 25
Article 13	