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Subject: Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the deployment of alternative fuels infrastructure  
- *General approach*

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**I. INTRODUCTION**

1. On 25 January 2013, the Commission transmitted to the Council and the European Parliament the above mentioned Communication and proposal for a Directive.

2. This proposal aims at building up a minimum infrastructure for alternative fuels throughout the EU, which is considered crucial for the acceptance of alternative fuels by consumers and for the further development and deployment of the technology by the industry. It aims also to identify possible EU actions with a view to stimulate the use of EU alternative fuels and provide the industry, public sector and consumers with a clear and coherent vision on the market developments of alternative fuel transport systems.
3. According to the Commission proposal a minimum number of recharge points for electric vehicles would be required for each Member State. Those Member States in which hydrogen refuelling stations already exist would be required to build up a sufficient infrastructure to allow circulation throughout the national territory. As regards natural gas, refuelling stations for liquefied natural gas (LNG), to be used by vessels and trucks, should be built in all maritime and inland ports and along the motorways of the trans-European transport core network. The number of refuelling points for compressed natural gas (CNG) should be extended, so as to allow circulation of CNG vehicles throughout the EU.

## **II. WORK WITHIN THE COUNCIL**

4. After a general presentation by the Commission, the Working Party discussed and evaluated the Commission's impact assessment, in line with the Inter-Institutional Approach to Impact Assessments.<sup>1</sup> Following the debate at the TTE Council on 11 March 2013, the detailed examination of the proposal continued along the line of the views expressed by ministers.

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<sup>1</sup> Better Regulation: Inter-Institutional Common Approach to Impact Assessment (IA) 14901/05 JUR 486 COMPET 263.

5. Following the discussions held at various meetings of the Working Party on Transport Intermodal Questions and Networks, the Presidency has amended several provisions of the Commission proposal. The changes aim at clarifying the text while providing for more flexibility. Member States would be free to establish the infrastructure targets - the key element of the draft directive - and other deployment modalities in their own national policy frameworks. The deadline for the build-up of a minimum infrastructure has been postponed to 31 December 2030. Annex II containing the minimum number of recharging points for electric vehicles required for each Member State has been deleted. To compensate for such deletion, the Commission will publish national targets for all infrastructures, based on the reports submitted by Member States. The recourse to delegated acts has been clearly framed and restricted.
6. On 27 November 2013, the Presidency compromise text was submitted to the Permanent Representatives Committee (Coreper) in order to settle the remaining outstanding issues and prepare the draft general approach for the TTE Council on 10 June 2013. During this Coreper meeting, a very large majority of the Member States expressed strong support for the current Presidency text, while a few Member States reiterated some concerns and presented new draft suggestions. The Presidency took note of the delegations' comments and, to facilitate reaching a general approach, the Presidency accepted several proposals tabled by delegations. The changes in Annex I to this report compared to the report to Coreper are indicated in **bold** and ~~strikethrough~~.
7. The main reservations left concern:
- the postponement of deadline for the build-up of a minimum infrastructure to 31 December 2030: BE, FI, IE, IT and NL could support the date of 2020 proposed by the Commission, in particular as regards recharging points for electric vehicles;
  - the deletion of Annex II, containing the minimum number of recharging points for electric vehicles required for each Member State: BE, DK, FI, FR, LU would have preferred to maintain it.

Other concerns and reservations expressed by delegations appear in the footnotes of the Annex.

8. MT and UK indicated a parliamentary scrutiny reservation. The recitals will be examined and adapted at a later stage to reflect the agreement reached on the articles.
9. The Commission maintains a general reservation on the entire compromise proposal. Its reservation pertains in particular to changes to the provisions in the Commission's proposal relating to the requirements for minimal infrastructure coverage for electricity, hydrogen and natural gas, the necessity to take into account not only the infrastructure but also the alternative fuels and vehicles and vessels development plans, the deadlines found in Articles 4, 5 and 6 and the delegated acts, including the introduction of mandatory provisions of the consultation of Member States.

### **III. CONCLUSION**

The Council is invited to examine the text as set out in the Annex to this report and to adopt a general approach at its meeting on 5 December 2013.

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Proposal for a

**DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**

**on the deployment of alternative fuels infrastructure**

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,

Having regard to the proposal from the European Commission<sup>2</sup>,

After transmission of the draft legislative act to the national Parliaments,

Having regard to the opinion of the European Economic and Social Committee<sup>3</sup>,

Having regard to the opinion of the Committee of the Regions<sup>4</sup>,

Acting in accordance with the ordinary legislative procedure,

Whereas<sup>5</sup>:

- (1) In its Communication "Europe 2020: A strategy for smart, sustainable and inclusive growth"<sup>6</sup> the Commission aims at enhancing competitiveness and energy security by more efficient use of resources and energy.

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<sup>2</sup> OJ C , , p. .

<sup>3</sup> OJ C , , p. .

<sup>4</sup> OJ C , , p. .

<sup>5</sup> The recitals will be dealt with once an agreement on the operative part (Articles) has been achieved.

<sup>6</sup> COM (2010) 2020.

- (2) The White Paper “Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System”<sup>7</sup> called for breaking the oil dependence of transport. In consequence the Commission undertook to develop a sustainable alternative fuels strategy as well as the appropriate infrastructure. The White Paper also set a target of 60% greenhouse gas (GHG) emissions reduction from transport by 2050.
- (3) Directive 2009/28/EC of the European Parliament and of the Council of 23/04/2009 on the promotion of the use of energy from renewable sources and amending and subsequently repealing Directives 2001/77/EC and 2003/30/EC<sup>8</sup> set a target of 10% market share of renewables in transport fuels.
- (4) Based on the consultation of stakeholders and national experts, as well as expertise<sup>9</sup> electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as the main alternative fuels with a potential for long-term oil substitution and decarbonisation.
- (5) The CARS 21 High Level Group report of 6 June 2012<sup>10</sup> states that the lack of a Union-wide harmonised alternative fuel infrastructure hampers the market introduction of vehicles using alternative fuels and delays their environmental benefits. The Commission Communication on a CARS 2020 Action Plan for the automotive industry in Europe takes up the main recommendations of CARS 21 High Level Group report and presents an Action Plan based on them<sup>11</sup>. This Directive on alternative fuels infrastructure is one of the key actions announced by the Commission.

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<sup>7</sup> COM(2011) 144.

<sup>8</sup> OJ L 140, 5.6.2009, p. 16.

<sup>9</sup> COM(2013) 17.

<sup>10</sup> [http://ec.europa.eu/enterprise/sectors/automotive/files/cars-21-final-report-2012\\_en.pdf](http://ec.europa.eu/enterprise/sectors/automotive/files/cars-21-final-report-2012_en.pdf).

<sup>11</sup> COM (2012) 636 final 8.11.2012.

- (6) Fragmentation of the internal market through uncoordinated market introduction of alternative fuels should be avoided. Coordinated policy frameworks of all Member States should therefore provide the long-term security required for private and public investment into vehicle and fuel technology, and infrastructure build-up. Member States should therefore establish national policy frameworks outlining their objectives, targets, and supporting actions on the market development of alternative fuels, including the necessary infrastructure to be put into place. Member States should cooperate with other neighbouring Member States on the regional or macro-regional level, through consultation or joint policy frameworks, in particular where continuity of alternative fuel infrastructure coverage across national borders or construction of new infrastructure in the proximity of national borders is required. A coordination of these national policy frameworks and their coherence at EU level should be ensured by the Commission, following a periodic evaluation thereof.
- (7) Only fuels included in the national policy frameworks should be eligible for Union and national support measures for alternative fuels infrastructure in order to focus public support on a co-ordinated internal market development towards Union-wide mobility using alternative fuels vehicles and vessels.
- (8) Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU.
- (9) Biofuels are fuels produced from biomass, as defined in the Directive 2009/28/EC<sup>12</sup>. Biofuels are currently the most important type of alternative fuels, accounting for 4.4% in EU transport. They can contribute to a substantial reduction in overall CO<sub>2</sub> emissions, if they are produced sustainably and do not cause indirect lands use change. They could provide clean power to all modes of transport. However, supply constraints and sustainability considerations may limit their use.

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<sup>12</sup> OJ L140, 5.6.2009, p. 16.

- (10) The lack of harmonised development of alternative fuels infrastructure across the Union prevents the development of economies of scale on the supply side and EU-wide mobility on the demand side. New infrastructure networks need to be built up, in particular for electricity, hydrogen, and natural gas (LNG and CNG).
- (11) Electricity is a clean fuel particularly attractive for deployment of electric vehicles and electric two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Member States should ensure that recharging points for electric vehicles are built up with sufficient coverage, at least twice the number of vehicles, and 10% of them publicly accessible, focussing in particular on urban agglomerations. Private owners of electric vehicles depend to a large extent on access to recharging points in collective parking lots, such as in apartment blocks, office and business locations. Regulatory provisions should be set up by public authorities, assisting citizens by ensuring that the appropriate infrastructure with sufficient electric vehicle recharging points is provided by the site developers and managers.
- (12) When developing infrastructure for electric vehicles the interaction of that infrastructure with the electricity system, as well as the electricity policy of the Union, needs to be taken into account. The establishment and operation of recharging points for electric vehicles should be developed as a competitive market with open access to all parties interested in rolling out or operating recharging infrastructures.
- (13) Electric vehicles could contribute to the stability of the electricity system by recharging their batteries from the grid at times of low general electricity demand and feeding power from the batteries back into the grid at times of high general electricity demand. Therefore recharging points should use intelligent metering systems, and the price for electricity at a recharging point should be market based, so that flexible consumption (and storage) of electricity is promoted through dynamic pricing.



- (14) With respect to recharging points for electric vehicles which are not publicly accessible, Member States should ensure consistency and aim to maximise synergies with intelligent meter roll-out plans following the obligation under Annex I.2 of Directive 2009/72/EC of the European Parliament and of the Council of 13 July 2009 concerning common rules for the internal market in electricity and repealing Directive 2003/54/EC<sup>13</sup>. Publicly accessible recharging points are currently not part of the regulated activities of a distribution system operator as defined in Chapter VI of Directive 2009/72/EC.
- (15) The Commission delivered in 2010 a Mandate (M468) to the European Standardisation Organisations (ESOs) in order to issue new standards or review the existing ones with the aim of ensuring the interoperability and connectivity between the electricity supply point and the charger of electric vehicles. CEN/CENELEC set up a Focus Group which published a report in October 2011. Whereas the report contains a number of recommendations, no consensus was found to select one standard interface. Therefore, further policy action is needed in order to provide a non-proprietary solution ensuring interoperability across the EU.
- (16) Shore-side electricity facilities can serve maritime and inland waterway transport as clean power supply, in particular in maritime and inland navigation ports where air quality or noise levels are poor.
- (17) Hydrogen vehicles, including hydrogen powered two-wheelers, have at present very low market penetration rates but a build-up of sufficient hydrogen refuelling infrastructure is essential to enable larger-scale hydrogen vehicle deployment.

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<sup>13</sup> OJ L 211, 14.8.2009, p. 55.

- (18) Member States should ensure that publicly accessible infrastructure for the supply of hydrogen to motor vehicles is built up, with distances between refuelling points for motor vehicles allowing area covering circulation of hydrogen vehicles within the national territory, as well as a certain number of refuelling points located in urban agglomerations. This would allow hydrogen vehicles to circulate Union-wide.
- (19) As far as natural gas vehicles are concerned, around 3,000 refuelling points are in operation in the Union. Additional refuelling points could easily be put in place and supplied from the existing well developed area covering natural gas distribution network in the Union, provided that the quality of the gas is sufficient for use in current and advanced technology gas vehicles.
- (20) Member States should ensure that publicly accessible infrastructure for the supply of gaseous Compressed Natural Gas (CNG) to motor vehicles is built up, with distances between refuelling points allowing area covering circulation of CNG vehicles across the Union, as well as a certain number of refuelling points located in urban agglomerations.
- (21) Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in maritime fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels<sup>14</sup>. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of 2020. The initial focus on the core network should not rule out that in the longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations (fishing vessels, offshore service vessels etc.).

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<sup>14</sup> OJ L 327, 27.11. 2012.

- (22) LNG might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards<sup>15</sup>.
- (23) The core network established in the Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network<sup>16</sup> should be the basis for the deployment of LNG infrastructure as it covers the main traffic flows and allows for network benefits.
- (24) With the increasing diversity in the type of fuels for motorized vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide the consumers with a clear and easy to understand information on the compatibility of their vehicle with different fuels offered in the transport fuels market of the Union, without prejudice to Directive 2009/30/EC of the European Parliament and of the Council of 23 April 2009 amending Directive 98/70/EC as regards the specification of petrol, diesel and gas-oil and introducing a mechanism to monitor and reduce greenhouse gas emissions and amending Council Directive 1999/32/EC as regards the specification of fuel used by inland waterway vessels and repealing Directive 93/12/EEC<sup>17</sup>.
- (25) In order to ensure adaptation of the provisions of this Directive to market development and technical progress, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of the portfolio of alternative fuels, the infrastructure characteristics and the adequate coverage as well as the standards for the fuels. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level.

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<sup>15</sup> Regulation (EC) N° 595/2009 of the European parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) N° 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC, OJ L 188, 18.7.2009, p. 1-13.

<sup>16</sup> OJ L xxx

<sup>17</sup> OJ L 140, 5.6.2009, p. 88.

- (26) Technical specifications for interoperability of recharging and refuelling points should be specified in European standards which are fully compatible with relevant international standards. Lack of European standards prevents giving detailed references to some required specifications. Thus the Commission should ask European standardisation organisations to publish such European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council on European Standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Decision 87/95/EEC and Decision No 1673/2006/EC<sup>18</sup>, and those standards should be based on current international standards or on-going international standardisation work, where applicable. Where international standards are already available, technical specifications contained in them should be used as an intermediate solution, pending the adoption of European standards. For standards not yet published, the work will be based on: (i) "Configuration FF, IEC 62196-3:CDV 2012" for fast DC electric recharging points for motor vehicles, (ii) ISO TC67/WG10 for LNG refuelling points for waterborne vessels iii) the work of ISO/TC 252 for CNG and L-CNG refuelling for motor vehicles. The Commission should be empowered to adapt the references to technical specifications given in European standards through delegated acts.
- (27) In the application of the Directive the Commission should consult relevant expert groups, such as the European Expert Group on Future Transport Fuels, consisting of experts from industry and civil society, as well as the Joint Expert Group Transport & Environment regrouping experts from the Member States.
- (28) The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and the Council.

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<sup>18</sup> OJ L 316, 14.11.2012, p. 12.

- (29) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to lay down common procedures and specifications. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers<sup>19</sup>.
- (30) Since the objective of promoting a broad market development of alternative fuels cannot be sufficiently achieved by the Member States individually, but requires action at Union level in order to ensure the demand for a critical mass of these vehicles for cost-efficient developments by European industry and allow Union-wide mobility of alternatively fuelled vehicles, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on the European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.

HAVE ADOPTED THIS DIRECTIVE:

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<sup>19</sup> OJ L 55, 28.2.2011, p. 13.

*Article 1*  
*Subject matter*

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to reduce the oil dependence and mitigate the environmental impact of transport and sets common technical specifications, including for recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen<sup>20</sup>.

*Article 2*  
*Definitions*

For the purpose of this Directive, the following definitions shall apply :

- (1) "Alternative fuels" means fuels or power sources<sup>21</sup> which reduce the use of oil sources in the energy supply to transport and which have a potential to contribute to its decarbonisation.

They include:

- electricity consumed in all types of electric vehicles and inland waterway vessels or sea-going ships<sup>22</sup>,
- hydrogen,

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<sup>20</sup> FI and IT prefer to keep 'minimum requirements'.

<sup>21</sup> A recital could be added to explain the concept of 'power sources': "Power sources designate all alternative sources of energy for transport, such as electricity and hydrogen, that do not have to be released through combustion or non-combustion oxidation."

<sup>22</sup> A recital could be added to clarify how electricity is produced and its impact on the environment: "Electricity and hydrogen are particularly attractive power sources for deployment of electric /fuel cells vehicles and two-wheelers in urban agglomerations which can contribute to improving air quality and reducing noise. Electricity is an important contributor to meet the European Union ambitious climate and energy targets for 2020. Indeed the Directive 2009/28/EC on renewable energy, transposed by Member States by 5 December 2010, sets mandatory targets for all Member States for the share of energy from renewable sources with the aim to reach a EU target of at least 20% share of energy from renewable sources in 2020, and a 10% share of renewable energy specifically in the transport sector in 2020."

- biofuels as defined in Directive 2009/28/EC of the European Parliament and the Council,
  - synthetic and paraffinic fuels<sup>23</sup>,
  - natural gas, including biomethane, in gaseous form (Compressed Natural Gas – CNG) and liquefied form (Liquefied Natural Gas - LNG), and
  - Liquefied Petroleum Gas (LPG)<sup>24</sup>.
- (2) "Recharging point" means an interface<sup>25</sup>, able to charge one electric vehicle at a time or exchange a battery of one electric vehicle at a time.

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<sup>23</sup> An explanatory recital could be added clarifying what are synthetic fuels or synfuel: "Synthetic fuels, substituting diesel, petrol and jet fuel, can be produced from different feedstock, converting biomass, gas or coal into liquid fuels substituting petrol and diesel, methane and Dimethyl ether (DME). Synthetic paraffinic diesel fuels, such as Hydrotreated vegetable oils (HVO), Fischer-Tropsch diesel etc., are fungible and can be blended into fossil diesel fuel at very high blending ratios, or can be used neat in all existing or future diesel vehicles. Therefore, these fuels can be distributed, stored and used with the existing infrastructure. Synthetic fuel substituting petrol, such as Methanol and other alcohols, can be blended with petrol and can be technically used with today's vehicle technology with minor adaptations. Methanol can also be used for waterborne transport for inland as well as for short-sea shipping."

<sup>24</sup> An explanatory recital could be added clarifying the role of LPG and the state of play of its infrastructure: "Liquefied Petroleum Gas (LPG) or autogas is a by-product derived from oil refining and natural gas processing. Bio-LPG derived from various biomass sources is expected to emerge as a viable technology in the medium to long term. LPG can be used for road transport (for cars and trucks) for all ranges of distances. It can also be used for waterborne transport for inland as well as for short-sea shipping. LPG infrastructure is relatively well-developed with a significant number of filling stations already present in the EU (approximately 27,500). The industry has set out a voluntary standard (EN 14678) which outlines technical and safety requirements for LPG filling stations. A common standard for connectors (EN 13760) already exists."

<sup>25</sup> The following recital could be added: "Interface to charge electric vehicle could include several sockets outlets or vehicle connectors as far as one of them complies with Annex III.1.1 and 1.2, so as to allow multistandard recharging. However, the choice for the EU common Type 2 and Combo 2 connectors for electric vehicles should not be detrimental to Members States having already invested in the deployment of other standardized technologies for recharging points and should not affect existing recharging points deployed before the entry into force of this Directive. Electric vehicles already in circulation before the entry into force of this Directive should be able to recharge, even if they were designed to recharge at recharging points that do not comply with the technical specifications set out in this Directive."

- (3) "Normal power recharging point" means a recharging point that allows for a transfer of electricity to an electric vehicle with a power of equal or less than 22 kW, excluding devices with a power of less or equal to 3,7 kW, **which are installed in private households or** whose primary purpose is not recharging electric vehicles, and which are not accessible to the public.
- (4) "High power recharging point" means a recharging point that allows for a transfer of electricity to an electric vehicle with a power more than 22 kW.
- (5) "Recharging or refuelling point accessible to the public" means a recharging or refuelling point to supply an alternative fuel which provides non-discriminatory access to the users.<sup>26</sup> Non-discriminatory access may include different terms of authentication, use and payment.
- (6) "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;
- (7) "Refuelling point" means a refuelling facility for the provision of any fuel with an exception of LNG, through a physically established or a mobile installation;
- (8) "Refuelling point for LNG" means a refuelling facility for the provision of LNG, consisting of either fixed or mobile facility (including LNG terminals, tanks, mobile containers) or offshore facility (including bunker vessels, barges).
- (9) "Shore-side electricity supply" is the provision of shore side electrical power for the sea-going ship or inland waterway vessel at berth, provided through a standardized interface, while its main and auxiliary engines are turned off.

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<sup>26</sup> An explanatory recital may be added: "A recharging or refuelling point accessible to the public may include, for example, privately owned recharging or refuelling points or devices accessible to the public through registration cards or fees, recharging or refuelling points of car sharing schemes which allow access for third party users by means of subscription, or public parking. Recharging or refuelling points which allow private users to access physically with an authorisation or a subscription should be considered to be recharging or refuelling points accessible to the public."



*Article 3*

*National policy frameworks*

1. Each Member State shall adopt a national policy framework<sup>27</sup> for the market development of alternative fuels<sup>28</sup> infrastructure, that will contain at least the following elements:
  - assessment of the state and future development of alternative fuels infrastructure, including, where available, cross-border continuity;
  - objectives and commitments on national targets, as required under Articles 4(1), 6(2a), 6(3), 6(6) and, where applicable, 4(4) and 5(1), for the development of alternative fuels infrastructure;
  - assessment of measures necessary to ensure that the objectives contained in their national policy framework are reached.;
- 1a. National targets shall be established and may be revised on the basis of an assessment of domestic, regional or Union-wide demand.
2. Where necessary, Member States shall cooperate, through consultations or joint policy frameworks, with the aim of achieving the objectives of this Directive.

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<sup>27</sup> An explanatory recital could be added: "In order to develop infrastructure for alternative fuels and promote alternative fuels, the national policy frameworks may consist of several plans, strategies or other planning documentation developed separately or in an integrated manner, or in other form and at the administrative level as decided by Member States."

<sup>28</sup> IT and the Commission request the addition of the words "and their" as they consider that alternative fuels and vehicles are essential elements for the purposes of this Directive.

3. [...] <sup>29</sup>
4. Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU.
5. Member States shall notify their national policy frameworks to the Commission [within 36 months from the date of entry into force of this Directive].
- 5a. Based on the national policy frameworks, the Commission shall publish and update regularly information on the objectives and commitments submitted by each Member State regarding:
  - number of recharging points accessible to the public;
  - refuelling points for LNG at maritime and inland ports;
  - refuelling points for LNG accessible to the public for motor vehicles;
  - CNG refuelling points accessible to the public for motor vehicles.

Where appropriate, the following information shall also be published regarding:

- hydrogen refuelling points accessible to the public;
- infrastructure for shore-side electricity supply in maritime and inland ports.

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<sup>29</sup> A recital could be added to explain EU support measures for alternative fuel infrastructure: "The TEN-T guidelines recognize that these fuels substitute, at least partly, fossil oil sources in the energy supply to transport, contribute to its decarbonisation and enhance the environmental performance of the transport sector. The revised guidelines of the Trans-European Network for Transport (TEN-T) require in article 39 concerning new technologies and innovation that the TEN-T shall enable the decarbonisation of all transport modes by stimulating energy efficiency as well as the introduction of alternative propulsion systems and the provision of corresponding infrastructure. Article 45 of the TEN-T guidelines also requires that inland and sea ports, airports and roads of the Core Network provides for the availability of alternative clean fuels. In the Connecting Europe Facility (CEF), the TEN-T funding instrument, article 7 makes eligible for grants the deployment on the Core Network of these new technologies and innovation, including infrastructure for alternative clean fuels. In addition, the deployment of infrastructure for alternative clean fuels on the broader comprehensive network will be able to receive financial assistance from the CEF in the form of procurement and financial instruments, such as project bonds."

6. The Commission shall assist Member States through the reporting on the national policy frameworks with a view to assess their coherence and in the cooperation process set out in paragraph 2<sup>30</sup>.

7. [...] <sup>31</sup>

*Article 4*<sup>32</sup>

*Electricity supply for transport*

1. Member States shall set up an appropriate number of recharging points accessible to the public in their national policy frameworks and shall ensure that they are put into place, by 31 December 2030<sup>33</sup> at the latest.

2. [...]

2a. Member States shall also consider in their national policy frameworks measures to promote the provision of recharging points not accessible to the public.

3. Member States shall ensure that normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from [36 months from the date of entry into force of this Directive] comply at least with the technical specifications set out in Annex III.1.1 and comply with specific safety requirements in force at national level.<sup>34</sup>

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<sup>30</sup> The following recital could be added: "The development and implementation of the national policy frameworks of the Member States should be facilitated by the Commission through the exchange of information and best practices between the Member States".

<sup>31</sup> This provision has been moved to Article 10(3) in the framework of "Reporting and review".

<sup>32</sup> The Commission maintains "31 December 2020" as in its initial proposal.

<sup>33</sup> BE, FI, IE, IT and NL prefer "31 December 2020".

<sup>34</sup> A recital could be added explaining that Member States may count the existing recharging points when setting the targets in their National Policy Framework: "Member States should ensure that publicly accessible infrastructure for the supply of electricity to motor vehicles is built up. To define a appropriate number of recharging points accessible to the public in their National Policy Framework, Member States can take into consideration the number of existing recharging points accessible to the public on their territory and their specifications to decide to concentrate deployment efforts on one or two types of power."

Member States shall ensure that high power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from [36 months from the date of entry into force of this Directive] comply at least with the technical specifications set out in Annex III.1.2.

4. Member States shall ensure that the need for shore-side electricity supply for inland waterway vessels or sea-going ships in maritime and inland ports is assessed in their national policy frameworks and installed provided that there is demand and the costs are not disproportionate to the benefits, including environmental benefits<sup>35</sup>.
5. Member States shall ensure that shore-side electricity supply for maritime and inland waterway transport deployed or renewed as from [36 months from the date of entry into force of this Directive]<sup>36</sup> complies with the technical specifications set out in Annex III.1.3<sup>37</sup>.
6. Recharging at recharging points accessible to the public for electric vehicles shall, if technically feasible and economically reasonable, make use of intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.
7. [...]

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<sup>35</sup> A recital could be added to explain these concepts: "When developing infrastructure for electric vehicles the interaction of that infrastructure with the electricity system, as well as the electricity policy of the Union should ensure consistency with the principles established under Directive 2009/72/EC. The establishment and operation of recharging points for electric vehicles should be developed as a competitive market with open access to all parties interested in rolling out or operating recharging infrastructures."

<sup>36</sup> The Commission considers that a period of 36 months is too long. Furthermore, it considers that retrofitting is needed.

<sup>37</sup> A recital could be added: "Standardization of shore-side electricity supply should not impede the use of such systems already in place prior to the entry into force of this Directive. In particular, Member States should allow maintenance and upgrading of existing systems with a view to ensuring efficient use throughout their lifespan, without requiring full compliance with the technical specifications as set out in this Directive."

8. Member States shall ensure that operators of recharging points accessible to the public are free to purchase electricity from any EU electricity supplier, subject to the supplier's agreements. The operators of recharging point shall be allowed to provide electric vehicle recharging services to customers on a contractual basis, including in the name and on behalf of other service providers.<sup>38</sup>
- 8a. All recharging points accessible to the public shall also provide for ad-hoc charging possibility without entering in a contract with the electricity supplier **or operator** concerned.
- 8b. Member States shall ensure that prices charged by the operators of recharging points accessible to the public are easily and clearly comparable, transparent and non-discriminatory.
9. Member States shall ensure that distribution system operators cooperate on a non-discriminatory basis with any person which establishes or operates recharging points accessible to the public.
10. Member States shall ensure that the legal framework allows that electricity supply for a recharging point can be contracted with other suppliers than the supplier of the household or premises where these recharging points are located.
- 10a. (new) Without prejudice to Directive 98/34/EC of the European Parliament and of the Council of 22 June 1998 laying down a procedure for the provision of information in the field of technical standards and regulations, as amended by regulation (EU) No 1025/2012, the Union shall pursue the development by the appropriate standardisation bodies of European standards, including detailed technical specifications, for wireless charging and exchange of batteries.
11. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 with a view to:

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<sup>38</sup> The following recital shall be included: "The access of EU electricity suppliers to recharging points should be without prejudice to the derogations rights under Article 44 of Directive 2009/72.".

- (a) update the references to the standards referred to in the technical specifications set out in Annex III.1 where these standards are replaced by new versions thereof adopted by the relevant standardisation bodies;
- (b) supplement this Article and Annex III.1.2a and Annex III.1.2b in order to require compliance, by the infrastructures to be deployed or renewed, with the technical specifications for wireless charging and exchange of batteries included in the European standards developed pursuant to paragraph 10a once they are adopted by the relevant standardisation body; the Commission may not adopt such delegated acts where there is more than one European standard available.

The Commission shall consult the Member States at expert level before adopting these delegated acts.<sup>39</sup>

These delegated acts shall provide for transitional periods of at least [24] months before the concerned technical specifications or their amended versions become binding on infrastructure to be deployed or renewed.

*Article 5<sup>40</sup>*

*Hydrogen supply for road transport*

1. Those Member States which decide to include hydrogen refuelling points accessible to the public in their national policy framework shall ensure that an appropriate number of such points are available to allow the circulation of hydrogen powered motor vehicles, including fuel cell vehicles, within networks determined by those Member States, including cross-border links where appropriate.
2. Member States shall ensure that hydrogen refuelling points accessible to the public for motor vehicles deployed or renewed as from [36 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III.2.

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<sup>39</sup> The Commission expresses a reservation on this sentence and proposes to put the concept in a recital.

<sup>40</sup> The Commission maintains "31 December 2020" as in its initial proposal.

3. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 with a view to update the references to the standards referred to in the technical specifications set out in Annex III.2 where these standards are replaced by new versions thereof adopted by the relevant standardisation bodies.

The Commission shall consult the Member States at expert level before adopting these delegated acts.

These delegated acts shall provide for transitional periods of at least [24] months before the concerned technical specifications or their amended versions become binding on infrastructure to be deployed or renewed.

*Article 6*<sup>41</sup>

*Natural gas supply for transport*

1. Member States shall ensure that an appropriate number of refuelling points for LNG is provided at maritime ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network by [31 December 2030]<sup>42</sup> at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.<sup>43</sup>
2. Member States shall ensure that an appropriate number of refuelling points for LNG is provided at inland ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network , by [31 December 2030]<sup>44</sup> at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.<sup>45</sup>

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<sup>41</sup> The Commission maintains "31 December 2020" for paragraphs 3 and 6 and "31 December 2025" for paragraph 2, as in its initial proposal .

<sup>42</sup> IT expresses a reservation concerning the deadline of 31 December 2030 and prefers the deadline of 31 December 2020.

<sup>43</sup> The Commission proposes a two step approach ensuring that an appropriate number of refuelling points for LNG is provided at TEN-T Core maritime ports by 2020 and for all TEN-T Core maritime ports by 2030.

<sup>44</sup> IT expresses a reservation concerning the deadline of 31 December 2030 and prefers the deadline of 31 December 2020.

<sup>45</sup> The following text will be added to recital 21: "The decision on the location of the refuelling points should be based on a cost-benefit analysis, including environmental benefits; also applicable safety related provisions should be taken into account."

- 2a. Member States shall designate in their national policy frameworks the maritime and inland ports that shall provide access to refuelling points for LNG pursuant to paragraphs 1 and 2.
3. Member States shall set up in their national policy frameworks an appropriate number of refuelling points for LNG accessible to the public on the TEN-T Core Network to allow Union-wide circulation of heavy duty motor vehicles and shall ensure that they are established by [31 December 2030] at the latest<sup>46</sup>.
4. [...]
5. [...]
6. Member States shall set up in their national policy frameworks an appropriate number of CNG refuelling points accessible to the public, in particular focussing on the TEN-T Core Network and urban agglomerations to allow the Union-wide circulation of CNG motor vehicles and shall ensure that they are established by [31 December 2030] at the latest<sup>47</sup>.
7. Member States shall ensure that CNG refuelling points for motor vehicles deployed or renewed [36 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III.3.3.1.
- 7a. [...]
8. [...]<sup>48</sup>

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<sup>46</sup> IT expresses a reservation concerning the deadline of 31 December 2030 and prefers the deadline of 31 December 2020. IT is in favour of keeping the distance of 400 km as proposed by the Cion.

<sup>47</sup> IT expresses a reservation concerning the deadline of 31 December 2030 and prefers the deadline of 31 December 2020. IT is in favour of keeping the distance of 150 km as proposed by the Cion, and is of the opinion that it should not be limited to the core network, but should be applicable to the comprehensive network.

<sup>48</sup> A recital on CNG refuelling points could be added: "Member States should ensure that an infrastructure accessible to the public for the supply of Compressed Natural Gas (CNG) to motor vehicles is built up, with distances between refuelling points allowing area covering circulation of CNG motor vehicles across the Union, as well as a certain number of refuelling points located in urban agglomerations. To ensure market functioning and interoperability, all CNG refuelling points for motor vehicles shall provide gas at a quality that is required for use in current and advanced technology CNG vehicles.".



- 8a. Without prejudice to Directive 98/34/EC of the European Parliament and of the Council of 22 June 1998 laying down a procedure for the provision of information in the field of technical standards and regulations, as amended by regulation (EU) No 1025/2012, the Union shall pursue the development by the appropriate standardisation bodies or the relevant international organisations of:
- (a) a standard, including detailed technical specifications, for refuelling points for LNG for maritime and inland waterway transport,
  - (b) a standards, including detailed technical specifications, for refuelling points for LNG and CNG motor vehicles.
9. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 with a view to:
- (a) supplement this Article and Annex III 3.1, 3.2 and 3.3a, in order to require compliance, by the infrastructures to be deployed or renewed, with the technical specifications included in the standards developed pursuant to paragraph 8a, points (a) and (b), once they are adopted by the relevant standardisation bodies or international organisations; the Commission may not adopt such delegated acts where there is more than one standard available.
  - (b) update the references to the standards referred to in the technical specifications set out or to be set out in Annex III.3 where these standards are replaced by new versions thereof adopted by the relevant standardisation bodies or international organisations.

The Commission shall consult Member States at expert level before adopting these delegated acts.

These delegated acts shall provide for transitional periods of at least [24] months before the concerned technical specifications or their amended versions become binding on infrastructure to be deployed or renewed.

10. The Commission may adopt implementing acts in the absence of appropriate international or European standards regarding:
- safety regulations with respect to storage, transport and refuelling process of LNG;
  - requirements for interfaces of bunker transfer for LNG in maritime and inland waterway transport.

Those implementing acts shall be adopted in accordance with the procedure referred to in Article 9(2).

### *Article 7*

#### *User information*

1. Without prejudice to Directive 2009/30/EC, Member States shall ensure that relevant, consistent and clear information as to which motor vehicles in circulation can be regularly fuelled with individual fuels or recharged by recharging points put on the market is made available, including in motor vehicle manuals, at refuelling and recharging points, and motor vehicle dealerships in their territory.
- (a) [...]
  - (b) [...]
  - (c) [...]
2. The provision of information ~~about fuel and motor vehicle compatibility~~ referred to in paragraph 1, shall be based on the labelling provisions regarding the fuel compliance with standards under the European Committee for Standardization Norm (CEN) standards setting the technical specifications of fuels. Where such standards refer to a graphical expression, it shall be placed in a simple, clearly visible, and easily understandable manner:
- (a) on corresponding pumps at all refuelling points, when fuels are put on the market;

(b) on, or in the immediate proximity of all fuel tanks' filling caps of motor vehicles **recommended and** compatible with that fuel, **and in motor vehicle manuals**, when those motor vehicles are put on the market ~~or undergo a periodic technical inspection of the motor vehicles~~ after [the date of the transposition of this Directive].<sup>49</sup>

3. [...]

4. Where CEN standards setting technical specifications of a fuel do not include labelling provisions **for compliance with the standards** ~~on fuel and motor vehicle compatibility~~ or if the labelling provisions do not refer to a graphical expression, or if the labelling provisions are not suitable for reaching the objectives of this Directive, the Commission may, for the purposes of the uniform implementation of paragraphs 1 and 2, mandate CEN to develop compatibility labelling specifications or adopt implementing acts determining the graphical expression of compatibility for fuels introduced in the Union market and reaching the level of 1% of the total volume of sales, in the assessment of the Commission, in more than one Member State.

4a. If labelling provisions of the respective CEN standards are updated, implementing acts regarding the labelling are adopted or new CEN standards for alternative fuels are developed if necessary, the corresponding labelling requirements shall apply to all refuelling and recharging points and motor vehicles registered on the territory of the Member States [24] months after their respective adoption.

5. The implementing acts referred to in the present Article shall be adopted in accordance with the procedure referred to in Article 9(2).

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<sup>49</sup> The Commission expresses a reservation concerning the deletion of the text "or undergo a periodic technical inspection of the motor vehicles". The Commission maintains that the owners of vehicles already in circulation should have the same right to information.

6. Member States shall ensure that the data of the geographic location of the refuelling and recharging points accessible to the public of alternative fuels covered in this Directive, when available, is accessible in an open and non-discriminatory basis to all users. For recharging points, where available, the data may include information on real-time accessibility as well as historical and real-time charging information.<sup>50</sup>

## *Article 8*

### *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 delegation of power referred to in Articles 4, 5 and 6 shall be conferred on the Commission for a period of five years from [*the date of entry into force of this Directive*]. 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 4, 5 and 6 may be revoked at any time by the European Parliament or by the Council. A decision of revocation 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.
4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

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<sup>50</sup> The following recital could be added: "Simple and easy to compare information on prices of different fuels could be important for customers to better evaluate the relative cost of individual fuels available on the market. Therefore, when displaying fuel prices on a fuel station, in particular for natural gas and hydrogen, the unit price comparison to conventional fuels, such as per "1 petrol litre equivalent", may be displayed for information purposes."

5. A delegated act adopted pursuant to Articles 4, 5 and 6 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 9*

*Committee*

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.<sup>51</sup>
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.
4. [...]

*Article 10*

*Reporting and review*

1. Each Member State shall submit a report to the Commission on the implementation of the national policy framework [three years after the deadline of notification set in Article 3(5)], and every three years thereafter. These reports shall cover information set out in Annex I.

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<sup>51</sup> The Commission expresses a reservation on the no-opinion clause.

- 1a. The Commission shall forward to the European Parliament and the Council the report on the assessment on the national policy frameworks within one year from the reception of the national policy frameworks.<sup>52</sup>
2. The Commission shall submit a report on the application of this Directive to the European Parliament and the Council every three years with effect from [three years after the transposition date of this Directive].

The Commission report shall contain the following elements:

- the assessment of the actions taken by Member States;
- the assessment of the effects of this Directive on the market development of alternative fuels infrastructure and the impact on economy and environment;
- information on technical progress and market development of the alternative fuels infrastructure covered by this Directive and of any other alternative fuel.

The Commission may outline examples of best practice and suggest appropriate recommendations.

The Commission report shall also assess the requirements and the dates set out in this Directive in respect to the infrastructure build-up and implementation of specifications, taking into account the technical, economic and market developments of the respective alternative fuels.

3. The Commission shall be empowered to adopt, by means of implementing ~~delegated~~ acts, guidelines concerning the reporting by the Member States of the elements provided for in Annex I.

Those implementing acts shall be adopted in accordance with the procedure referred to in Article 9(2)<sup>53</sup>.

4. **By 31 December 2020 at the latest, the Commission shall review the implementation of this Directive, and if necessary present a proposal to modify it with new common technical specifications for alternative fuels infrastructure under the scope of this Directive.**

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<sup>52</sup> This text was previously contained in Article 3(6), last sentence of the draft proposal.

<sup>53</sup> The Commission expresses a reservation on the deletion of delegated acts.

*Article 11*  
*Transposition*

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [36 months from the date of the entry into force of this Directive]. They shall forthwith inform the Commission thereof.
2. When Member States adopt those provisions, they shall contain a reference to this Directive, or be accompanied by such a reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States.
3. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

*Article 12*  
*Entry into force*

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

*Article 13*  
*Addressees*

This Directive is addressed to the Member States.

Done at Brussels,

*For the European Parliament*  
*The President*

*For the Council*  
*The President*

## **Report**

The report shall contain a description of the measures undertaken in a Member State in support of alternative fuels infrastructure build-up. These may include the measures listed below.

### 1. Legal measures

Information on legal measures, which may consist of legislative, regulatory and administrative measures to support the build up of alternative fuels infrastructure, such as building permits, parking lots permits, environmental performance of businesses certification, fuel stations concessions.

### 2. Policy measures supporting the implementation of the national policy framework

Information on these measures may include the following elements :

- Direct incentives for purchase of means of transport using alternative fuels or building of the infrastructure;
- Availability of tax incentives to promote means of transport using alternative fuels and infrastructure;
- Use of public procurement in support of alternative fuels, including joint procurement;
- Demand side non-financial incentives: e.g. preferential access to restricted areas, parking policy, dedicated lanes;
- Consideration of the need for refuelling points for LNG in ports in the TEN-T comprehensive network.
- Consideration of the need for renewable jet fuel refuelling points in airports in the TEN-T core network.



### 3. Deployment and manufacturing support

Yearly public budget allocated for alternative fuels infrastructure deployment, differentiated by alternative fuel and transport mode (road, rail, water and air).

Yearly public budget allocated to support manufacturing plants for alternative fuels technologies, differentiated by alternative fuel and transport mode.

### 4. Research, technological development and demonstration:

Yearly public budget allocated to support alternative fuels RTD&D, differentiated by fuel and transport mode.

### 5. Targets or strategies

- level of achieving the national objectives for the deployment of alternative fuels in the different transport modes (road, rail, water and air);
- level of achieving the national targets, year by year, for the deployment of alternative fuels infrastructure-;
- information on methodology applied to take account of charging efficiency of high power recharging points.

[...]

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<sup>54</sup> BE, DK, FI, FR, LU and the Commission express a reservation on the deletion of Annex II.  
<sup>55</sup> IT presented a text proposal including an Annex II a.

**Technical specifications****1. Technical specifications for recharging points****1.1. Normal power recharging points for motor vehicles**

Alternate 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 EN62196-2. Maintaining the compatibility, these socket outlets may be equipped with features such as a mechanical shutters.

**1.2. High power recharging points for motor vehicles**

Alternate 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 EN62196-2.

Direct Current (DC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of Type "Combo 2" as described in standard EN62196-3.

**1.2a Wireless charging for motor vehicles****1.2b Battery exchange for motor vehicles****1.3. Shore-side electricity supply for inland waterway vessels or sea-going ships**

Shore-side electricity supply for inland waterway vessels or sea-going ships, including the design, installation and testing of the systems shall comply with the technical specifications of the IEC/ISO/IEEE 80005-1 standard.

## **2. Technical specifications for hydrogen refuelling points for motor vehicles**

2.1. Outdoor hydrogen refuelling points dispensing gaseous hydrogen used as fuel on board motor vehicles shall comply with the technical specifications of the ISO/TS 20100:2008 Gaseous Hydrogen Fuelling specification.

2.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687-2 standard.

2.3. Hydrogen refuelling points shall employ fuelling algorithms and equipment complying with the ISO/TS 20100 Gaseous Hydrogen Fuelling specification.

2.4. Connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply with the ISO 17268 gaseous hydrogen motor vehicle refuelling connection devices standard.

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

3.1. Technical specifications for refuelling points for Liquefied Natural Gas (LNG) for inland waterway vessels or sea-going ships.

3.2. Technical specifications for refuelling points for Liquefied Natural Gas (LNG) for motor vehicles

3.3. Technical specifications for Compressed Natural Gas (CNG) connectors/receptacles

CNG connectors/receptacles shall comply with UN ECE Regulation 110 (referring to ISO 14469, parts I and II).

### **3.3a Technical specifications for Compressed Natural Gas (CNG) refuelling points for motor vehicles**

3.3.2. [...]

4. [...]

5. [...]<sup>56</sup>

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<sup>56</sup> IT objects to the deletion of point 5.