




Basic information	
<p><b>2021/0223(COD)</b></p> <p>COD - Ordinary legislative procedure (ex-codecision procedure) Regulation</p>	Procedure completed
<p>Deployment of alternative fuels infrastructure</p> <p>Repealing Directive 2014/94/EU 2013/0012(COD)</p> <p><b>Subject</b></p> <p>3.20.05 Road transport: passengers and freight 3.60.02 Oil industry, motor fuels 3.60.05 Alternative and renewable energies</p> <p><b>Legislative priorities</b></p> <p><a href="#">Joint Declaration 2021</a> <a href="#">Joint Declaration 2022</a> <a href="#">Joint Declaration 2023-24</a></p>	

Key players				
European Parliament	<b>Committee responsible</b>		<b>Rapporteur</b>	<b>Appointed</b>
	<b>TRAN</b>	Transport and Tourism	VITANOV Petar (S&D)	15/06/2023
			<b>Shadow rapporteur</b>	
			GIESEKE Jens (EPP)	
			NAGTEGAAL Caroline (Renew)	
			DEPARNAY-GRUNENBERG Anna (Greens/EFA)	
			FIDANZA Carlo (ECR)	
		HAIDER Roman (ID)		
		KOUNTOURA Elena (The Left)		
<b>Committee for opinion</b>		<b>Rapporteur for opinion</b>	<b>Appointed</b>	
<b>ENVI</b>	Environment, Climate and Food Safety	VONDRA Alexandr (ECR)	29/09/2021	
<b>ITRE</b>	Industry, Research and Energy	BLOSS Michael (Greens/EFA)	30/09/2021	
<b>REGI</b>	Regional Development	ROP Bronis (Greens/EFA)	27/09/2021	
Council of the European Union				

European Commission	<b>Commission DG</b>	<b>Commissioner</b>
	Mobility and Transport	VLEAN Adina
European Economic and Social Committee		
European Committee of the Regions		

Key events			
Date	Event	Reference	Summary
14/07/2021	Legislative proposal published	COM(2021)0559 	Summary
13/09/2021	Committee referral announced in Parliament, 1st reading		
03/10/2022	Vote in committee, 1st reading		
04/10/2022	Committee report tabled for plenary, 1st reading	A9-0234/2022	Summary
17/10/2022	Debate in Parliament	CRE link	
19/10/2022	Decision by Parliament, 1st reading	T9-0368/2022	Summary
19/10/2022	Results of vote in Parliament		
19/10/2022	Matter referred back to the committee responsible for interinstitutional negotiations		
24/05/2023	Approval in committee of the text agreed at 1st reading interinstitutional negotiations	GEDA/A/(2023)003058 PE746.979	
10/07/2023	Debate in Parliament	CRE link	
11/07/2023	Decision by Parliament, 1st reading	T9-0261/2023	Summary
11/07/2023	Results of vote in Parliament		
25/07/2023	Act adopted by Council after Parliament's 1st reading		
13/09/2023	Final act signed		
22/09/2023	Final act published in Official Journal		

Technical information	
<b>Procedure reference</b>	2021/0223(COD)
<b>Procedure type</b>	COD - Ordinary legislative procedure (ex-codecision procedure)
<b>Procedure subtype</b>	Legislation
<b>Legislative instrument</b>	Regulation
	Repealing Directive 2014/94/EU 2013/0012(COD)
<b>Legal basis</b>	Treaty on the Functioning of the EU TFEU 091-p1
<b>Other legal basis</b>	Rules of Procedure EP 165
<b>Mandatory consultation of other institutions</b>	European Economic and Social Committee European Committee of the Regions
<b>Stage reached in procedure</b>	Procedure completed
<b>Committee dossier</b>	TRAN/9/06915

<b>Documentation gateway</b>
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**European Parliament**

Document type	Committee	Reference	Date	Summary
Amendments tabled in committee		<a href="#">PE704.660</a>	25/01/2022	
Amendments tabled in committee		<a href="#">PE704.872</a>	04/02/2022	
Amendments tabled in committee		<a href="#">PE704.799</a>	04/02/2022	
Committee draft report		<a href="#">PE719.568</a>	14/02/2022	
Amendments tabled in committee		<a href="#">PE704.870</a>	25/02/2022	
Amendments tabled in committee		<a href="#">PE729.978</a>	21/03/2022	
Amendments tabled in committee		<a href="#">PE729.986</a>	21/03/2022	
Amendments tabled in committee		<a href="#">PE729.987</a>	21/03/2022	
Committee opinion	<a href="#">ENVI</a>	<a href="#">PE702.951</a>	07/04/2022	
Committee opinion	<a href="#">ITRE</a>	<a href="#">PE702.990</a>	27/04/2022	
Committee opinion	<a href="#">REGI</a>	<a href="#">PE703.063</a>	02/05/2022	
Committee report tabled for plenary, 1st reading/single reading		<a href="#">A9-0234/2022</a>	04/10/2022	<a href="#">Summary</a>
Text adopted by Parliament, partial vote at 1st reading /single reading		<a href="#">T9-0368/2022</a>	19/10/2022	<a href="#">Summary</a>
Text agreed during interinstitutional negotiations		<a href="#">PE746.979</a>	26/04/2023	
Text adopted by Parliament, 1st reading/single reading		<a href="#">T9-0261/2023</a>	11/07/2023	<a href="#">Summary</a>

**Council of the EU**

Document type	Reference	Date	Summary
Coreper letter confirming interinstitutional agreement	<a href="#">GEDA/A/(2023)003058</a>	26/04/2023	
Draft final act	<a href="#">00025/2023/LEX</a>	13/09/2023	

**European Commission**

Document type	Reference	Date	Summary
Legislative proposal	<a href="#">COM(2021)0559</a> 	14/07/2021	<a href="#">Summary</a>
Document attached to the procedure	<a href="#">SWD(2021)0637</a> 	15/07/2021	
Document attached to the procedure	<a href="#">SWD(2021)0638</a> 	15/07/2021	
Document attached to the procedure	<a href="#">SWD(2021)0631</a>	15/07/2021	
Document attached to the procedure	<a href="#">SWD(2021)0632</a> 	15/07/2021	
Document attached to the procedure	<a href="#">SEC(2021)0560</a>	15/07/2021	
Commission response to text adopted in plenary	<a href="#">SP(2023)459</a>	30/10/2023	

**National parliaments**

Document type	Parliament /Chamber	Reference	Date	Summary
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Contribution	ES_PARLIAMENT	SWD(2021)0637	04/11/2021	
Contribution	ES_PARLIAMENT	SWD(2021)0632	04/11/2021	
Contribution	ES_PARLIAMENT	SWD(2021)0638	04/11/2021	
Contribution	ES_PARLIAMENT	COM(2021)0559	04/11/2021	
Reasoned opinion	CZ_SENATE	PE700.491	02/12/2021	
Reasoned opinion	IE_SENATE	PE700.511	20/12/2021	
Contribution	DE_BUNDESRAT	COM(2021)0559	03/01/2022	

Additional information		
Source	Document	Date
EP Research Service	Briefing	19/11/2021

## Meetings with interest representatives published in line with the Rules of Procedure

### Rapporteurs, Shadow Rapporteurs and Committee Chairs

Name	Role	Committee	Date	Interest representatives
ERTUG Ismail	Rapporteur	TRAN	08/03/2023	MUST & Partners S.r.l.
ERTUG Ismail	Rapporteur	TRAN	07/03/2023	Bayerische Motoren Werke Aktiengesellschaft Hydrogen Europe
ERTUG Ismail	Rapporteur	TRAN	01/03/2023	European Distribution System Operators (E.DSO)
ERTUG Ismail	Rapporteur	TRAN	28/02/2023	TRATON Group
ERTUG Ismail	Rapporteur	TRAN	02/02/2023	Hydrogen Europe
ERTUG Ismail	Rapporteur	TRAN	01/02/2023	Italian Ministry of Transport
ERTUG Ismail	Rapporteur	TRAN	31/01/2023	Bayerische Motoren Werke Aktiengesellschaft
ERTUG Ismail	Rapporteur	TRAN	31/01/2023	Škoda Group a.s.
ERTUG Ismail	Rapporteur	TRAN	30/01/2023	Hydrogen Europe
ERTUG Ismail	Rapporteur	TRAN	24/01/2023	European Boating Industry
GIESEKE Jens	Shadow rapporteur	TRAN	07/12/2022	E-GAP S.r.l.
ERTUG Ismail	Rapporteur	TRAN	05/12/2022	E-GAP S.r.l. Must & Partners
ERTUG Ismail	Rapporteur	TRAN	05/12/2022	NGVA Europe
ERTUG Ismail	Rapporteur	TRAN	30/11/2022	MAN Truck & Bus SE
ERTUG Ismail	Rapporteur	TRAN	30/11/2022	European Boating Industry
ERTUG Ismail	Rapporteur	TRAN	22/11/2022	Permanent representation of Sweden to the EU
ERTUG Ismail	Rapporteur	TRAN	15/11/2022	International Council on Clean Transportation Europe gGmbH

ERTUG Ismail	Rapporteur	TRAN	15/11/2022	IG Metall
ERTUG Ismail	Rapporteur	TRAN	09/11/2022	Bundesverband Spedition und Logistik e.V.
ERTUG Ismail	Rapporteur	TRAN	09/11/2022	Maltese Ministry for Environment, Energy and Enterprise Maltese Ministry for Transport, Infrastructure and Capital Projects
ERTUG Ismail	Rapporteur	TRAN	08/11/2022	European Distribution System Operators
GIESEKE Jens	Shadow rapporteur	TRAN	08/11/2022	Lufthansa
ERTUG Ismail	Rapporteur	TRAN	27/10/2022	Commercial Vehicle Charging Europe B.V.
GIESEKE Jens	Shadow rapporteur	TRAN	26/10/2022	ABL GmbH
ERTUG Ismail	Rapporteur	TRAN	25/10/2022	Hydrogen Europe
ERTUG Ismail	Rapporteur	TRAN	25/10/2022	Hydrogenious LOHC Technologies GmbH
GIESEKE Jens	Shadow rapporteur	TRAN	25/10/2022	Deutsches Verkehrsforum
ERTUG Ismail	Rapporteur	TRAN	19/10/2022	British Chamber of Commerce   EU & Belgium
ERTUG Ismail	Rapporteur	TRAN	12/10/2022	Region Nordholland
ERTUG Ismail	Rapporteur	TRAN	12/10/2022	Daimler Truck AG
ERTUG Ismail	Rapporteur	TRAN	12/10/2022	European Biodiesel Board
ERTUG Ismail	Rapporteur	TRAN	12/10/2022	ChargeUp Europe
ERTUG Ismail	Rapporteur	TRAN	10/10/2022	SYMBIO, HYDROGEN MOBILITY EQUIPMENT MANUFACTURER
ERTUG Ismail	Rapporteur	TRAN	10/10/2022	Czech Presidency of the Council of the European Union
GIESEKE Jens	Shadow rapporteur	TRAN	05/10/2022	Häfen Stockholm
ERTUG Ismail	Rapporteur	TRAN	28/09/2022	IHK Regensburg
ERTUG Ismail	Rapporteur	TRAN	27/09/2022	MAN Truck & Bus SE
ERTUG Ismail	Rapporteur	TRAN	27/09/2022	Interessengemeinschaft regionaler Flugplätze e.V.
ERTUG Ismail	Rapporteur	TRAN	27/09/2022	Platform for Sustainable Mobility
ERTUG Ismail	Rapporteur	TRAN	27/09/2022	Wirtschaftskammer Österreich
ERTUG Ismail	Rapporteur	TRAN	22/09/2022	Hellwach mit 80 km/h e.V.
ERTUG Ismail	Rapporteur	TRAN	22/09/2022	Fraunhofer-Institut für System- und Innovationsforschung
ERTUG Ismail	Rapporteur	TRAN	20/09/2022	Daimler Truck AG
ERTUG Ismail	Rapporteur	TRAN	09/09/2022	E-GAP S.r.l.
ERTUG Ismail	Rapporteur	TRAN	07/09/2022	Bundesverband Deutscher Omnibusunternehmen e. V.
ERTUG Ismail	Rapporteur	TRAN	05/09/2022	Gastech
GIESEKE Jens	Shadow rapporteur	TRAN	31/08/2022	Shell
ERTUG Ismail	Rapporteur	TRAN	30/08/2022	Rhenus Group
ERTUG Ismail	Rapporteur	TRAN	30/08/2022	Bayerische Motoren Werke Aktiengesellschaft

ERTUG Ismail	Rapporteur	TRAN	21/07/2022	ABL GmbH
ERTUG Ismail	Rapporteur	TRAN	15/07/2022	Zentralverband Deutsches Kfz-Gewerbe e.V.
ERTUG Ismail	Rapporteur	TRAN	13/07/2022	Bundesministerium für Digitales und Verkehr
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	06/07/2022	Transport and Environment (European Federation for Transport and Environment)
ERTUG Ismail	Rapporteur	TRAN	06/07/2022	Volkswagen Aktiengesellschaft
ERTUG Ismail	Rapporteur	TRAN	05/07/2022	Hydrogen Europe
GIESEKE Jens	Shadow rapporteur	TRAN	04/07/2022	GEODE - The voice of local energy distributors across Europe
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	28/06/2022	Shell Companies
ERTUG Ismail	Rapporteur	TRAN	28/06/2022	Shell Companies
ERTUG Ismail	Rapporteur	TRAN	23/06/2022	DHL Group
GIESEKE Jens	Shadow rapporteur	TRAN	22/06/2022	DVGW Deutscher Verein des Gas- und Wasserfaches e.V. - Technisch wissenschaftlicher Verein
ERTUG Ismail	Rapporteur	TRAN	22/06/2022	DVGW Deutscher Verein des Gas- und Wasserfaches e.V. - Technisch wissenschaftlicher Verein
ERTUG Ismail	Rapporteur	TRAN	21/06/2022	Shell Companies
ERTUG Ismail	Rapporteur	TRAN	21/06/2022	E-GAP S.r.l.
ERTUG Ismail	Rapporteur	TRAN	21/06/2022	Garrett Motion
ERTUG Ismail	Rapporteur	TRAN	15/06/2022	Automotive IQ
ERTUG Ismail	Rapporteur	TRAN	15/06/2022	Daimler Truck AG
ERTUG Ismail	Rapporteur	TRAN	15/06/2022	SGI Europe
GIESEKE Jens	Shadow rapporteur	TRAN	14/06/2022	FERRMED
ERTUG Ismail	Rapporteur	TRAN	14/06/2022	Forum for Mobility & Society
ERTUG Ismail	Rapporteur	TRAN	14/06/2022	Hyundai Motor Europe
ERTUG Ismail	Rapporteur	TRAN	14/06/2022	Friends of Europe
ERTUG Ismail	Rapporteur	TRAN	14/06/2022	Shell Companies
ERTUG Ismail	Rapporteur	TRAN	13/06/2022	Volkswagen Aktiengesellschaft
ERTUG Ismail	Rapporteur	TRAN	01/06/2022	MAN Truck & Bus SE
ERTUG Ismail	Rapporteur	TRAN	01/06/2022	European Consumer Organisation (BEUC)
ERTUG Ismail	Rapporteur	TRAN	31/05/2022	ITS European Congress
ERTUG Ismail	Rapporteur	TRAN	24/05/2022	DeHavilland (DeH)
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	19/05/2022	Koninklijke Nederlandse Toeristenbond ANWB
ERTUG Ismail	Rapporteur	TRAN	18/05/2022	Holcim Ltd Rud Pedersen Public Affairs Brussels
ERTUG Ismail	Rapporteur	TRAN	18/05/2022	ChargeUp Europe
ERTUG Ismail	Rapporteur	TRAN	11/05/2022	Permanent Representation of Slovenia to the European Union

ERTUG Ismail	Rapporteur	TRAN	11/05/2022	UNIFE - The European Rail Supply Industry Association
ERTUG Ismail	Rapporteur	TRAN	10/05/2022	Bayerische Motoren Werke Aktiengesellschaft
ERTUG Ismail	Rapporteur	TRAN	04/05/2022	Ford of Europe
ERTUG Ismail	Rapporteur	TRAN	03/05/2022	CER aisbl - Community of European Railway and Infrastructure Companies
ERTUG Ismail	Rapporteur	TRAN	29/04/2022	Deutsche Bahn AG
ERTUG Ismail	Rapporteur	TRAN	28/04/2022	Vertretung des Landes Niedersachsen bei der Europäischen Union Ministry of Federal and European Affairs and Regional Development TRATON SE
ERTUG Ismail	Rapporteur	TRAN	27/04/2022	Hydrogen Europe
ERTUG Ismail	Rapporteur	TRAN	27/04/2022	MAN Truck & Bus SE
ERTUG Ismail	Rapporteur	TRAN	25/04/2022	Mercedes-Benz Group AG
ERTUG Ismail	Rapporteur	TRAN	20/04/2022	Workers' Council of MAHLE International GmbH
ERTUG Ismail	Rapporteur	TRAN	06/04/2022	Bayerische Motoren Werke Aktiengesellschaft
ERTUG Ismail	Rapporteur	TRAN	06/04/2022	NABU (Naturschutzbund Deutschland) e.V.
GIESEKE Jens	Shadow rapporteur	TRAN	05/04/2022	Deutsches Verkehrsforum
ERTUG Ismail	Rapporteur	TRAN	05/04/2022	European Cyclists' Federation
ERTUG Ismail	Rapporteur	TRAN	05/04/2022	Bayerische Motoren Werke Aktiengesellschaft
ERTUG Ismail	Rapporteur	TRAN	04/04/2022	Amazon Europe Core SARL
ERTUG Ismail	Rapporteur	TRAN	31/03/2022	Drive Innovation Insights (DII)
ERTUG Ismail	Rapporteur	TRAN	30/03/2022	Permanent Representation of the Czech Republic to the European Union
ERTUG Ismail	Rapporteur	TRAN	28/03/2022	ubitricity Gesellschaft für verteilte Energiesysteme mbH
ERTUG Ismail	Rapporteur	TRAN	24/03/2022	ChargeUp Europe
ERTUG Ismail	Rapporteur	TRAN	24/03/2022	Representation of the State of Baden-Württemberg
ERTUG Ismail	Rapporteur	TRAN	24/03/2022	ICCT - International Council on Clean Transportation Europe gemeinnuetzige GmbH
ERTUG Ismail	Rapporteur	TRAN	24/03/2022	ZVEI e.V. - Verband der Elektro- und Digitalindustrie
ERTUG Ismail	Rapporteur	TRAN	23/03/2022	Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V.
ERTUG Ismail	Rapporteur	TRAN	22/03/2022	Qwello GmbH
ERTUG Ismail	Rapporteur	TRAN	18/03/2022	European Automobile Manufacturers' Association (ACEA)
GIESEKE Jens	Shadow rapporteur	TRAN	17/03/2022	Volkswagen AG
ERTUG Ismail	Rapporteur	TRAN	17/03/2022	Flughafen München GmbH
ERTUG Ismail	Rapporteur	TRAN	17/03/2022	Speaker at European Climate Foundation
ERTUG Ismail	Rapporteur	TRAN	17/03/2022	Ebee Smart Technologies GmbH (Berlin)
ERTUG Ismail	Rapporteur	TRAN	17/03/2022	Verband Kommunaler Unternehmen e.V.
ERTUG Ismail	Rapporteur	TRAN	16/03/2022	Deutsche Bahn AG

ERTUG Ismail	Rapporteur	TRAN	16/03/2022	Hydrogen Europe
GIESEKE Jens	Shadow rapporteur	TRAN	09/03/2022	Elengy European Biogas Association GIE Engas EUROGAS NGVA
GIESEKE Jens	Shadow rapporteur	TRAN	09/03/2022	Chargenow
ERTUG Ismail	Rapporteur	TRAN	09/03/2022	PGE Polska Grupa Energetyczna S.A.
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	08/03/2022	ChargeUp Europe
ERTUG Ismail	Rapporteur	TRAN	08/03/2022	Permanent Representation of Finland to the EU (Coreper I)
ERTUG Ismail	Rapporteur	TRAN	08/03/2022	European Savings and Retail Banking Group
FIDANZA Carlo	Shadow rapporteur	TRAN	08/03/2022	ASSOPETROLI
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	03/03/2022	Costa Cruises Group
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	03/03/2022	ECSA
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	03/03/2022	ECI Europe
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	03/03/2022	Involtum (Nomad Power)
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	03/03/2022	CLECAT - European association for forwarding, transport, logistic and Customs services
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	03/03/2022	Hubject & Interel Group
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	23/02/2022	Permanent Representation of the Netherlands
PEKKARINEN Mauri	Shadow rapporteur for opinion	REGI	23/02/2022	Oulun Satama Oy
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	22/02/2022	Transport and Environment (European Federation for Transport and Environment)
ERTUG Ismail	Rapporteur	TRAN	22/02/2022	Airbus
ERTUG Ismail	Rapporteur	TRAN	16/02/2022	eurogas, Central and East European Transport Initiative (CCE GTI), Card Payment Sweden, Gas Infrastructure Europe (GIE), European Community Shipowners' Associations (ECSA)
KOUNTOURA Elena	Shadow rapporteur	TRAN	16/02/2022	ChargeUp Europe
KOUNTOURA Elena	Shadow rapporteur	TRAN	16/02/2022	Eurelectric
KOUNTOURA Elena	Shadow rapporteur	TRAN	16/02/2022	ACEA
KOUNTOURA Elena	Shadow rapporteur	TRAN	16/02/2022	Portland PR Europe Limited
KOUNTOURA Elena	Shadow rapporteur	TRAN	16/02/2022	European Cyclists' Federation
KOUNTOURA Elena	Shadow rapporteur	TRAN	15/02/2022	European Sea Ports Organisation
KOUNTOURA Elena	Shadow rapporteur	TRAN	15/02/2022	Bureau Européen des Unions de Consommateurs



ERTUG Ismail	Rapporteur	TRAN	09/02/2022	Sustainable Mobility European Platform
ERTUG Ismail	Rapporteur	TRAN	09/02/2022	E.DSO, IONITY, Bauindustrie, HydrogenEurope, AirLiquid, ACI EUROPE
ERTUG Ismail	Rapporteur	TRAN	09/02/2022	Hydrogen Europe
GIESEKE Jens	Shadow rapporteur	TRAN	09/02/2022	European Biodiesel Board Liquid Gas Europe NGVA Europe Confédération Générale des planteurs de Betterave Association Interprofessionnelle de la Betterave et du Sucre ePURE UPEI ACEA
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	08/02/2022	KVNR
ERTUG Ismail	Rapporteur	TRAN	08/02/2022	bp/Aral, vdv, Share Now, Groupe ADP, ASFINAG, Verband der Elektro- und Digitalindustrie e.V./ZVEI, CharIN
ERTUG Ismail	Rapporteur	TRAN	08/02/2022	Fraport und ADV, BusinessEurope, Iberdrola, Edison, NGVA, Lucid Motors
ERTUG Ismail	Rapporteur	TRAN	08/02/2022	Hydrogen Europe
ERTUG Ismail	Rapporteur	TRAN	04/02/2022	Permanent Representation of the Kingdom of the Netherlands to the EU
GIESEKE Jens	Shadow rapporteur	TRAN	03/02/2022	Arbeitsgemeinschaft Zulieferindustrie (ARGEZ) Wirtschaftsverband Stahl- und Metallverarbeitung e.V. (WSM)
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	02/02/2022	SEAT
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	01/02/2022	KLM Royal Dutch Airlines
ERTUG Ismail	Rapporteur	TRAN	01/02/2022	TRATON, Wiener Stadtwerke, Leaseurope and Enterprise Rent-A-Car, Costa Group, BDI, UITP
ERTUG Ismail	Rapporteur	TRAN	01/02/2022	GRTgaz, Fastned, International DME Association, EASE, ASD Europe, Portugal Shipowners
ERTUG Ismail	Rapporteur	TRAN	01/02/2022	Volkswagen Aktiengesellschaft
PEKKARINEN Mauri	Shadow rapporteur	ITRE	01/02/2022	The Natural & Bio Gas Vehicle Association
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	31/01/2022	IBERDROLA
ERTUG Ismail	Rapporteur	TRAN	31/01/2022	Ministry of Transport Land Baden-Württemberg
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	26/01/2022	Havenbedrijf Rotterdam NV
ERTUG Ismail	Rapporteur	TRAN	26/01/2022	European Association of Automotive Suppliers (CLEPA)
ERTUG Ismail	Rapporteur	TRAN	26/01/2022	Sýmbio
ERTUG Ismail	Rapporteur	TRAN	26/01/2022	Aena, UFE, Volvo, Avis, CLIA
ERTUG Ismail	Rapporteur	TRAN	26/01/2022	Bosch, Scania, Hansestadt Hamburg, avere, CEDEC, BDEW
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	19/01/2022	Brancheorganisatie Zeehavens
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	19/01/2022	ChargeUp Europe
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	19/01/2022	Volvo Group

ERTUG Ismail	Rapporteur	TRAN	19/01/2022	Permanent Representation of Slovenia to the EU
GIESEKE Jens	Shadow rapporteur	TRAN	19/01/2022	Griechischer Botschafter
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	18/01/2022	CLIA Europe
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	18/01/2022	European Association for Electromobility
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	14/01/2022	Royal Schiphol Group
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	13/01/2022	Havenbedrijf Antwerpen - Brugge NV van publiek recht
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	12/01/2022	European Sea Ports Organisation
ERTUG Ismail	Rapporteur	TRAN	12/01/2022	Clean Air Task Force, Primagas/SHV Energie, Zürich 5 Coalition, Parking Energy, E.ON, Eaton, transdev, Liquidgas
ERTUG Ismail	Rapporteur	TRAN	12/01/2022	eurelectric, Shell, Payments Europe, Mastercard, visa, Fedex, Feport
ERTUG Ismail	Rapporteur	TRAN	12/01/2022	Bayerische Motoren Werke Aktiengesellschaft
ERTUG Ismail	Rapporteur	TRAN	11/01/2022	ADAC, ePure, SmartEN, Initiative Deutsche Zahlungssysteme e.V., ubitricity
ERTUG Ismail	Rapporteur	TRAN	11/01/2022	Verband kommunaler Unternehmen (Vku), Österreichische Bundesbahnen (ÖBB), Verbraucherzentrale Bundesverband (vzbv), eurocities, European Sea Ports Organisation (ESPO)
ERTUG Ismail	Rapporteur	TRAN	11/01/2022	Permanent Representation of Finland to the EU (Coreper I)
ERTUG Ismail	Rapporteur	TRAN	11/01/2022	Bundesverband der Deutschen Industrie e.V.
ERTUG Ismail	Rapporteur	TRAN	11/01/2022	Nationale Leitstelle Ladeinfrastruktur
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	06/01/2022	KLM Royal Dutch Airlines
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	Volvo AB
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	IRU
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	Danish Shipping
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	Scania AB (publ)
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	A4E
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	KIC InnoEnergy SE
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	04/01/2022	Honda Motor Europe
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	04/01/2022	BEUC
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	04/01/2022	Fastned BV
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	04/01/2022	Hydrogen Europe
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	04/01/2022	Avere
SOLÍS PÉREZ	Shadow	ENVI	14/12/2021	European Automobile Manufacturers' Association

Susana	rapporteur			
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	09/12/2021	Natural & bio Gas Vehicle Association
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	08/12/2021	UNIFE
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	07/12/2021	Neste Oyj
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	07/12/2021	Siemens AG
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	30/11/2021	ESPO
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	25/11/2021	Parking Energy
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	25/11/2021	Zurich 5 Coalitie
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	25/11/2021	Daimler
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	24/11/2021	Transport and Environment (European Federation for Transport and Environment)
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	24/11/2021	Eurocities
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	24/11/2021	Ballard Power Systems Europe
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	24/11/2021	Tesla Motors Netherlands B.V.
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	24/11/2021	Eurelectric aisbl
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	23/11/2021	Clean Air Task Force, Inc.
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	19/11/2021	CHEVRON RENEWABLE ENERGY GROUP
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	19/11/2021	Stichting ElaadNL
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	19/11/2021	Airbus
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	16/11/2021	Copper Alliance
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	16/11/2021	EDSO
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	11/11/2021	ACEA
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	11/11/2021	ELECTRICITE DE FRANCE
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	08/11/2021	EFIP

### Other Members

Name	Date	Interest representatives
BILBAO BARANDICA Izaskun	13/07/2022	ASOCIACIÓN ESPAÑOLA DE FABRICANTES DE AUTOMÓVILES Y CAMIONES
FURORE Mario	25/04/2022	IVECO GROUP N.V.
DALUNDE Jakop G.	09/03/2022	Lucid Motors

# Deployment of alternative fuels infrastructure

2021/0223(COD) - 14/07/2021 - Legislative proposal

**PURPOSE:** to set out new mandatory national targets for the deployment of sufficient alternative fuels infrastructure in the EU, for road vehicles, vessels and stationary aircraft.

**PROPOSED ACT:** Regulation of the European Parliament and of the Council.

**ROLE OF THE EUROPEAN PARLIAMENT:** the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

**BACKGROUND:** Directive 2014/94/EU on the deployment of alternative fuels infrastructure sets out a framework of common measures for the deployment of such infrastructure in the EU. It requires Member States to set up national policy frameworks to establish markets for alternative fuels and ensure that an appropriate number of publicly accessible recharging and refuelling points is put in place, particularly also to enable free cross-border circulation of such vehicles and vessels on the TEN-T network. However, there are shortcomings to the current policy framework.

There is no detailed and binding methodology for Member States to calculate targets and adopt measures, their level of ambition in target setting and supporting policies in place varies greatly. A comprehensive and complete network of alternative fuels infrastructure does not exist across the EU.

Therefore, this new initiative seeks to ensure the availability and usability of a dense, widespread network of alternative fuels infrastructure throughout the EU. All users of alternative fuel vehicles (including vessels and aircraft) need to be able to move through the EU at ease, enabled by key infrastructure such as motorways, ports and airports.

The European Green Deal launched a new growth strategy for the EU that aims to transform the EU into a fair and prosperous society, with a modern, resource-efficient and competitive economy. The 'European Climate Law' has made the EU's climate neutrality target by 2050 legally binding.

The Commission has presented a **complementary and interconnected set of proposals as part of the 2030 Climate and Energy 'Fit for 55' package** to achieve the greenhouse gas emission reduction target of **at least 55% compared to 1990**. This 'Fit for 55' legislative package is the most comprehensive building block in the efforts to implement the ambitious new 2030 climate target, and all economic sectors and policies will need to make their contribution.

**CONTENT:** under this proposal, the Commission sets up a new Regulation repealing the current Directive 2014/94/EU on the **deployment of alternative fuels infrastructure**. The new Regulation:

- lays down provisions for the rollout of certain recharging and refuelling infrastructure for light- and heavy-duty road transport vehicles, vessels and aircraft;
- sets out provisions for Member States to ensure **minimum coverage of publicly accessible recharging points** dedicated to light- and heavy-duty road transport vehicles on their territory, including on the TEN-T core and comprehensive network. To ensure that drivers are able to charge or fuel their vehicles at a reliable network across Europe, the proposed Regulation will require Member States to expand charging capacity in line with zero-emission car sales, and to install charging and fuelling points at regular intervals on major highways: every **60 kilometres** for electric charging and every 150 kilometres for hydrogen refuelling;
- provides further provisions for ensuring user-friendliness of recharging infrastructure. This includes provisions on payment options, price transparency and consumer information, non-discriminatory practices, smart recharging, and signposting rules for electricity supply to recharging points;
- provides further provisions for ensuring user-friendliness of refuelling infrastructure for hydrogen, including through minimum requirements on payment options, price transparency and contractual choice;
- contains provisions for Member States to ensure until 1 January 2025 minimum coverage of publicly accessible refuelling points for liquefied natural gas dedicated to heavy-duty vehicles on the TEN-T core and comprehensive network;
- sets out provisions for Member States to ensure installation of a minimum **shore-side electricity supply** for certain seagoing ships in maritime ports and for inland waterway vessels;
- requires Member States to ensure an appropriate number of LNG refuelling points in maritime TEN-T ports and to identify relevant ports through their national policy frameworks;
- concerns minimum provisions for electricity supply to all **stationary aircraft** in TEN-T core and comprehensive network airports;
- reformulates provisions for Member States' national policy frameworks;
- sets out reporting obligations corresponding to provisions for Member States on national policy frameworks and national progress reports;
- covers **user information** requirements in the form of fuel labels and information requirements on fuel price comparison.

# Deployment of alternative fuels infrastructure

The European Parliament adopted by 485 votes to 65, with 80 abstentions, amendments to the 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.

The matter was referred back to the committee responsible for interinstitutional negotiations.

The main amendments adopted in plenary concern the following points:

#### Mandatory recharging

The proposed Regulation sets out minimum national targets for the deployment of sufficient alternative fuels infrastructure in the Union, for road vehicles, vessels, trains and stationary aircraft. Member States should present their deployment plans for this infrastructure **by 2024**.

#### **Targets for electric charging infrastructure for light-duty vehicles**

Member States should ensure that:

- (i) **publicly accessible charging stations: (i)** are deployed on their territory and distributed in a balanced way to support multi-modal travel; (ii) deployed on public roads in residential areas where vehicles typically park for extended periods of time;
- a sufficient number of publicly accessible recharging stations are enabled for smart and bi-directional charging;
- necessary electricity grid connection and capacity is provided.

Member States should ensure the deployment of **minimum power output targets of recharging infrastructure** at national level that is sufficient for: (i) 3 % of the total projected light-duty vehicle fleet by 31 December 2027; (ii) 5 % of the total projected light-duty vehicle fleet by 31 December 2030.

According to the amended text, electric charging pools for cars would have to be **deployed at least every 60 km along main EU roads by 2026**. Following a reasoned request by a Member State, the Commission may grant an **exemption** from the maximum distance requirement for TEN-T roads with a total annual average daily traffic of less than 1500 light-duty vehicles, provided that the infrastructure cannot be justified in socioeconomic cost-benefit terms. Where such a derogation is granted, Member States may allow a higher maximum distance of up to 100km between recharging points.

In densely populated areas and regions with a lack of available off-street parking or high uptake in registered light duty electricity vehicles, Member States should ensure that the number of publicly accessible recharging stations is increased accordingly in order to provide the necessary infrastructure and support the market development.

The Commission should review the need to include requirements for charging infrastructure to serve electrically power assisted cycles and L-category vehicles such as powered electric cycles and e-mopeds, and in particular the opportunity to equip charging infrastructure with a household power socket that makes it possible for such vehicles to be easily charged, since they represent a mode of transport that can help further reduce CO2 emissions and air pollution.

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

For **trucks and buses**, the same requirements would apply by 2026, but only on core TEN-T networks with charging stations providing an output of at least 100 kW. Members also want charging stations for trucks in a safe and secure parking place to be deployed more quickly: **two charging stations from 2028** (instead of one from 2031 as proposed by the Commission) and four charging stations by 31 December 2030.

In all cases, some deployment exemptions would apply to outermost regions, islands and roads with very little traffic.

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

The amended text suggested setting up more hydrogen refuelling stations along main EU roads compared to the Commission proposal (**every 100 km** as opposed to every 150 km) and to do it faster (**by 2028** as opposed to by 2031).

#### **Infrastructure targets for railway lines**

The text stressed the urgent need to continue the deployment of alternative fuel infrastructure in the railway sector to ensure the move away from fossil fuel trains. Where direct electrification of railway lines is not possible, Member States should ensure the provision of an appropriate number of charging stations for battery-powered trains, and hydrogen refuelling stations for rail.

#### **Maritime transport**

According to Members, Member States should ensure that an appropriate number of refuelling points for LNG, ammonia and hydrogen are put in place at TEN-T core maritime ports by 1 January 2025.

#### **Simple recharging and maintenance**

Parliament advocates the simplification and harmonisation of recharging stations. Users of alternative fuel vehicles should be able to pay easily, **the price should be displayed per kWh or per kg, be affordable, comparable and accessible** to all vehicle brands. Additionally, if possible, devices using an internet connection with which for instance a Quick Response code can be specifically generated and used for the payment transaction may be provided.

Operators of publicly accessible recharging points should ensure that the recharging stations operate correctly throughout their commercial lifetime. Regular maintenance and repair should be executed as soon as any malfunction is detected.

Signposting should also be deployed at an appropriate distance on the TEN-T road network leading up to parking and rest areas where such alternative fuels infrastructure is installed.

Members also called for an **EU access point for alternative fuels data** to be set up by 2027 to provide information on the availability, waiting times and prices at different stations.

## Deployment of alternative fuels infrastructure

2021/0223(COD) - 04/10/2022 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted a report by Ismail ERTUG (S&D, DE) on the 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.

The committee recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

### **Mandatory recharging**

The proposed Regulation sets out **minimum national targets** for the deployment of sufficient alternative fuels infrastructure in the Union, for road vehicles, vessels, **trains** and stationary aircraft. It lays down common technical specifications and requirements on user information, data

provision and payment requirements for alternative fuels infrastructure. Member States should present their deployment plans for this infrastructure by 2024.

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

According to the amended text, electric charging pools for cars would have to be deployed at least every **60 km** along main EU roads by 2026. Following a reasoned request by a Member State, the Commission may grant an exemption from the maximum distance requirement for TEN-T roads with a total annual average daily traffic of less than 1500 light-duty vehicles, provided that the infrastructure cannot be justified in socioeconomic cost-benefit terms. Where such a derogation is granted, Member States may allow a higher maximum distance of up to 100km between recharging points.

In densely populated areas and regions with a lack of available off-street parking or high uptake in registered light duty electricity vehicles, Member States shall ensure that the number of publicly accessible recharging stations is increased accordingly in order to provide the necessary infrastructure and support the market development.

Member States should ensure that all publicly accessible recharging pools along the TEN-T comprehensive network that allow cycle traffic, are equipped with a household power plug that allows for charging of electric power cycles. The report stated that in the case of rapid market uptake of electric vehicles in any relevant reporting period, Member States should shorten the specified deadlines accordingly and increase the targets for recharging pools accordingly.

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

For trucks and buses, the same requirements would apply by 2026, but only on core TEN-T networks. Parliament also want charging stations for trucks in a safe and secure parking place to be deployed more quickly: two charging stations from 2028 instead of one from 2031 as proposed by the Commission. In all cases, some deployment exemptions would apply to outermost regions, islands and roads with very little traffic.

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

The amended text suggested setting up more hydrogen refuelling stations along main EU roads compared to the Commission proposal (every 100 km as opposed to every 150 km) and to do it faster (by 2028 as opposed to by 2031).

### **Simple recharging and maintenance**

Parliament advocates the simplification and harmonisation of recharging stations. Users of alternative fuel vehicles should be able to pay easily, the price should be displayed per kWh or per kg, be affordable, comparable and accessible to all vehicle brands. Additionally, if possible, devices using an internet connection with which for instance a **Quick Response code** can be specifically generated and used for the payment transaction may be provided.

Operators of publicly accessible recharging points should ensure that the recharging stations operate correctly throughout their commercial lifetime. Regular maintenance and repair should be executed as soon as any **malfunction** is detected.

**Signposting** should also be deployed at an appropriate distance on the TEN-T road network leading up to parking and rest areas where such alternative fuels infrastructure is installed.

Members also called for an **EU access point** for alternative fuels data to be set up by 2027 to provide information on the availability, waiting times and prices at different stations.

### **Maritime transport**

According to Members, Member States should ensure that an appropriate number of refuelling points for **LNG, ammonia and hydrogen** are put in place at TEN-T core maritime ports by 1 January 2025.

## Deployment of alternative fuels infrastructure

2021/0223(COD) - 22/09/2023 - Final act

PURPOSE: to deploy sufficient alternative fuels infrastructure in the Union, in particular for road vehicles, trains, vessels and stationary aircraft.

LEGISLATIVE ACT: Regulation (EU) 2023/1804 of the European Parliament and of the Council on the deployment of alternative fuels infrastructure and repealing Directive 2014/94/EU.

CONTENT : this Regulation establishes **mandatory national targets** leading to the deployment of sufficient alternative fuels infrastructure in the Union, which will enable the transport sector to significantly reduce its carbon footprint.

### **Main deployment targets for 2025 and 2030**

The regulation sets out specific deployment targets to be achieved by 2025 or 2030, including:

- electric recharging pools with a capacity of at least 400 kW for **cars** will have to be deployed at least every **60 km** on the core network of the European transport network (TEN-T) by 31 December 2025. The power must be increased to 600 kW by 31 December 2027. By 31 December 2027, on at least 50% of the overall TEN-T road network, each recharging pool must offer an output power of at least 300 kW and include at least one recharging point with an individual output power of at least 150 kW;
- no later than 31 December 2025, at least along 15% of the length of the TEN-T road network, charging stations for **electric heavy goods vehicles** must be deployed in each direction of travel; each charging station must provide an output power of at least 1400 kW and include at least one recharging point with a minimum output power of 350 kW;
- no later than 31 December 2030, recharging pools for electric heavy goods vehicles with a minimum output of 350 kW must be deployed **every 60 km along the TEN-T core network and every 100 km on the wider TEN-T overall network**;
- by 31 December 2027 at the latest, each safe and secure parking area must be equipped with at least **two publicly accessible recharging stations** (four charging stations by 31 December 2030 at the latest) and provide an individual output power of at least 100 kW;
- **hydrogen refuelling stations** serving both cars and lorries must be deployed from 2030 onwards in all urban nodes and every 200 km along the TEN-T core network;
- **maritime ports** welcoming a minimum number of large passenger vessels, or container vessels, must provide shore-side electricity for such vessels by 2030;
- **airports** must provide electricity to stationary aircraft at all gates by 2025, and at all remote stands by 2030.

### **Recharging infrastructure**

Users of alternative fuel vehicles should be able to **pay easily** at recharging points (with payment cards or contactless devices and without the need for a subscription). Prices for these fuels should be displayed per kWh, per minute or per session.

Relevant, consistent and clear information will be made available as regards motor vehicles placed on the market which are capable of being regularly recharged or refuelled.

Operators of recharging or refuelling points will provide consumers electronically with comprehensive information on availability, waiting times or prices at the various stations. The regulation provides for a **European access point** for data on alternative fuels to be set up by 2027.

ENTRY INTO FORCE: 12.10.2023.

APPLICATION: from 13.4.2024.

## **Deployment of alternative fuels infrastructure**

2021/0223(COD) - 11/07/2023 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 514 votes to 52, with 74 abstentions, a legislative resolution on the 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.

This Regulation establishes **mandatory national targets** leading to the deployment of sufficient alternative fuels infrastructure in the Union for road vehicles, trains, vessels and stationary aircraft. It lays down common technical specifications and requirements on user information, data provision and payment requirements for alternative fuels infrastructure.

The European Parliament's position adopted at first reading under the ordinary legislative procedure amends the Commission's proposal as follows:

### **Targets for electric recharging infrastructure for light electric vehicles**

Member States should ensure that in their territory charging stations for light electric vehicles open to the public are deployed in proportion to the uptake of light electric vehicles and provide sufficient power output for these vehicles. To this end, Member States should ensure that, by the end of each year, the following power output targets are cumulatively met: (a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least **1.3 kW** is provided by publicly available charging stations; and (b) for each plug-in hybrid electric light-duty vehicle registered in their territory, a total power output of at least **0.80 kW** is provided by publicly available charging stations.

Under the amended text, electric charging stations with a capacity of at least **400 kW** for cars should be deployed at least every **60 km** on the TEN-T core network by 31 December 2025. The power must be increased to **600 kW by 31 December 2027**. By 31 December 2027 at the latest, on at least 50% of the length of the overall TEN-T road network, each recharging park must provide an output power of at least 300 kW and include at least one recharging point with an individual output power of at least 150 kW.

### **Targets for electric recharging infrastructure reserved for electric heavy goods vehicles**

For trucks and buses, charging stations should be provided every **120 km**. These facilities should be installed along at least 15% of the length of the TEN-T road network by 31 December 2025, with an output power of at least 1400 kW. They should be installed on 50% of the major roads in the EU by 2028, with an output of **1400 kW** along the TEN-T core road network and **2800 kW** along the overall TEN-T road network.

By 31 December 2030, along the TEN-T core road network, each recharging pool offers a power output of at least 3 600 kW and includes at least two recharging points with an individual power output of at least 350 kW. Each recharging pool offers a power output of at least 1 500 kW and includes at least one recharging point with an individual power output of at least 350 kW.

By 31 December 2027 at the latest, each safe and secure parking area must be equipped with at least **two publicly accessible recharging stations** (four charging stations by 31 December 2030 at the latest) and provide an individual output power of at least 100 kW.

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

Member States should ensure that hydrogen refuelling stations are deployed **at least every 200 km** along the TEN-T core network by 2031. Member States should reduce the capacity of a hydrogen refuelling station open to the public by up to 50% along roads in the TEN-T core network where the total annual average daily traffic is less than 2000 heavy duty vehicles and where the deployment of the infrastructure cannot be justified on socio-economic cost-benefit grounds.

Exemptions are provided for the outermost regions of the Union and for islands.

#### ***Charging infrastructure***

Users of alternative fuel vehicles should be able to **pay easily at recharging points** (with payment cards or contactless devices and without a need to have a subscription). Prices of these 'fuels' should be displayed per kWh, kg or per minute/session.

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

Until 31 December 2024, Member States should ensure that an appropriate number of publicly accessible refuelling points for liquefied methane are deployed, at least along the TEN-T core network, in order to allow heavy-duty motor vehicles using liquefied methane to circulate throughout the Union, where there is demand, unless the costs of doing so are disproportionate to the benefits, including environmental benefits.

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

The setting of binding targets for deployment should ensure that the industry has sufficient shore-side electricity for ships that are moored at the quayside in TEN-T core maritime ports and TEN-T comprehensive maritime ports to comply with those requirements. Therefore, clear targets for shore-side electricity infrastructure deployment in TEN-T ports are laid down.

Since Member States have different governance models for ports, in order to reach those targets, Member States should be able to decide on the best way for them in which to deploy infrastructure within their ports and in the different terminals according to their needs.

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

Member States should ensure that, at all airports of the TEN-T core network and TEN-T comprehensive network, the provision of electricity supply to stationary aircraft is ensured by 31 December 2029, at all aircraft remote stands used for commercial air transport operations to embark or disembark passengers or to load or unload goods.

#### ***User information***

Relevant, consistent and clear information should be made available as regards motor vehicles placed on the market which are capable of being regularly recharged or refuelled. That information should be made available: (a) in motor vehicle manuals and on motor vehicles, by the manufacturers, when those vehicles are placed on the market; (b) at recharging and refuelling points, by recharging and refuelling point operators; and (c) in motor vehicle dealerships, by the distributors.

The amended text also provides for the establishment, by 2027, of a **European access point** for data on alternative fuels, to provide information on availability, waiting times and prices at the various stations