











Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	2021/0223(COD) Awaiting Parliament's position in 1st reading
Deployment of alternative fuels infrastructure Repealing Directive 2014/94/EU 2013/0012(COD)	
Subject 3.20.05 Road transport: passengers and freight 3.60.02 Oil industry, motor fuels 3.60.05 Alternative and renewable energies	
Legislative priorities Joint Declaration 2021 Joint Declaration 2022	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism	 ERTUG Ismail	26/10/2021
		Shadow rapporteur	
		 GIESEKE Jens	
		 NAGTEGAAL Caroline	
		 DEPARNAY-GRUNENBERG Anna	
		 HAIDER Roman	
		 FIDANZA Carlo	
		 KOUNTOURA Elena	
		Committee for opinion	Rapporteur for opinion
	ENVI Environment, Public Health and Food Safety	 VONDRA Alexandr	29/09/2021
	ITRE Industry, Research and Energy	 BLOSS Michael	30/09/2021
	REGI Regional Development	 ROPÉ Bronis	27/09/2021
Council of the European Union			

Key events

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		
19/10/2022	Decision by Parliament, 1st reading	T9-0368/2022	Summary
19/10/2022	Matter referred back to the committee responsible		

Technical information

Procedure reference	2021/0223(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
	Repealing Directive 2014/94/EU 2013/0012(COD)
Legal basis	Treaty on the Functioning of the EU TFEU 091-p1
Other legal basis	Rules of Procedure EP 159
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Awaiting Parliament's position in 1st reading
Committee dossier	TRAN/9/06915

Documentation gateway

Legislative proposal		COM(2021)0559	14/07/2021	EC	Summary
Document attached to the procedure		SEC(2021)0560	15/07/2021	EC	
Document attached to the procedure		SWD(2021)0631	15/07/2021	EC	
Document attached to the procedure		SWD(2021)0632	15/07/2021	EC	
Document attached to the procedure		SWD(2021)0637	15/07/2021	EC	
Document attached to the procedure		SWD(2021)0638	15/07/2021	EC	
Reasoned opinion	CZ_SENATE	PE700.491	02/12/2021	NP	
Reasoned opinion	IE_SENATE	PE700.511	20/12/2021	NP	

Committee draft report		PE719.568	14/02/2022	EP	
Amendments tabled in committee		PE729.978	21/03/2022	EP	
Amendments tabled in committee		PE729.986	21/03/2022	EP	
Amendments tabled in committee		PE729.987	21/03/2022	EP	
Committee opinion	ENVI	PE702.951	07/04/2022	EP	
Committee opinion	ITRE	PE702.990	27/04/2022	EP	
Committee opinion	REGI	PE703.063	02/05/2022	EP	
Committee report tabled for plenary, 1st reading/single reading		A9-0234/2022	04/10/2022	EP	Summary
Text adopted by Parliament, partial vote at 1st reading/single reading		T9-0368/2022	19/10/2022	EP	Summary

Additional information

Research document	Briefing	19/11/2021
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Deployment of alternative fuels infrastructure

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 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

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.

Transparency				
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	08/11/2021	EFIP
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	16/11/2021	Copper Alliance
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	16/11/2021	EDSO
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	19/11/2021	Stichting ElaadNL
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	19/11/2021	RENEWABLE ENERGY GROUP
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	19/11/2021	Airbus
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	23/11/2021	Clean Air Task Force, Inc.
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	24/11/2021	Eurocities
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	24/11/2021	Ballard Power Systems Europe
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	24/11/2021	Transport and Environment (European Federation for Transport and Environment)
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	25/11/2021	Parking Energy
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	30/11/2021	ESPO
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	07/12/2021	Siemens AG
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	07/12/2021	Neste Oyj
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	08/12/2021	UNIFE

SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	09/12/2021	Natural & bio Gas Vehicle Association
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	14/12/2021	European Automobile Manufacturers? Association
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	04/01/2022	Avere
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	05/01/2022	Volvo AB
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	KIC InnoEnergy SE
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	IRU
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	Scania AB (publ)
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	Danish Shipping
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	05/01/2022	A4E
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	06/01/2022	KLM Royal Dutch Airlines
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	12/01/2022	European Sea Ports Organisation
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	13/01/2022	Havenbedrijf Antwerpen NV van publiek recht
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	14/01/2022	Royal Schiphol Group
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	18/01/2022	European Association for Electromobility
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	18/01/2022	CLIA Europe
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	19/01/2022	ChargeUp Europe
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	19/01/2022	Volvo Group
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	19/01/2022	Brancheorganisatie Zeehavens

NAGTEGAAL Caroline	Shadow rapporteur	TRAN	26/01/2022	Havenbedrijf Rotterdam NV
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	31/01/2022	IBERDROLA
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	01/02/2022	KLM Royal Dutch Airlines
PEKKARINEN Mauri	Shadow rapporteur	ITRE	01/02/2022	The Natural & Bio Gas Vehicle Association
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	02/02/2022	SEAT
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	08/02/2022	KVNR
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	22/02/2022	Transport and Environment (European Federation for Transport and Environment)
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	03/03/2022	Costa Group
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	03/03/2022	ECSA
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	03/03/2022	Involtum (Nomad Power)
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	03/03/2022	ECI Europe
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	08/03/2022	ChargeUp Europe
GIESEKE Jens	Shadow rapporteur	TRAN	05/04/2022	Deutsches Verkehrsforum
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	19/05/2022	Koninklijke Nederlandse Toeristenbond ANWB
GIESEKE Jens	Shadow rapporteur	TRAN	14/06/2022	FERRMED
GIESEKE Jens	Shadow rapporteur	TRAN	22/06/2022	DVGW Deutscher Verein des Gas- und Wasserfaches e.V. - Technisch wissenschaftlicher Verein
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	28/06/2022	Shell Companies

GIESEKE Jens	Shadow rapporteur	TRAN	04/07/2022	GEODE - The voice of local energy distributors across Europe
NAGTEGAAL Caroline	Shadow rapporteur	TRAN	06/07/2022	Transport and Environment (European Federation for Transport and Environment)
GIESEKE Jens	Shadow rapporteur	TRAN	31/08/2022	Shell
GIESEKE Jens	Shadow rapporteur	TRAN	05/10/2022	Häfen Stockholm
GIESEKE Jens	Shadow rapporteur	TRAN	25/10/2022	Deutsches Verkehrsforum
GIESEKE Jens	Shadow rapporteur	TRAN	26/10/2022	ABL GmbH
GIESEKE Jens	Shadow rapporteur	TRAN	08/11/2022	Lufthansa
GIESEKE Jens	Shadow rapporteur	TRAN	07/12/2022	E-GAP S.r.l.
DALUNDE Jakop G.	Member	09/03/2022	Lucid Motors	
BILBAO BARANDICA Izaskun	Member	13/07/2022	ASOCIACIÓN ESPAÑOLA DE FABRICANTES DE AUTOMÓVILES Y CAMIONES	