

Deployment of alternative fuels infrastructure

2013/0012(COD) - 15/04/2014 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 622 votes to 29 with 20 abstentions, a legislative resolution on the proposal for a directive of the European Parliament and of the Council on the deployment of alternative fuels infrastructure

Parliament adopted its position in first reading following the ordinary legislative procedure. The amendments adopted in plenary were the result of a compromise between Parliament and Council. They amended the Commission proposal as follows:

Subject matter: Parliament and Council agreed that the Directive established a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise the oil dependence and mitigate the environmental impact of transport.

National policy frameworks: each Member State should adopt a national policy framework for the market development of alternative fuels in the transport sector and the deployment of the relevant infrastructure. Each framework should contain at least the following elements:

- assessment of current and future development of the market of alternative fuels in the transport sector;
- national targets and objectives, and, where applicable, for the deployment of alternative fuels infrastructure;
- measures necessary to ensure that the national targets and the objectives contained in their national policy framework are reached;
- measures that can promote the deployment of alternative fuels infrastructure in public transport services;
- designation of the urban/suburban agglomerations, other densely populated areas and networks, which, subject to market needs, will be equipped with CNG refuelling points.

"Recharging or refuelling point accessible to the public" was defined as a recharging or refuelling point to supply an alternative fuel, which provided Union-wide non-discriminatory access to the users. Non-discriminatory access may include different terms of authentication, use and payment.

National policy frameworks must take into account the needs of the different transport modes existing on their territory, including those for which limited alternatives to fossil fuels are available.

Notification to the Commission: the amended text stated that Member States should notify their national policy frameworks to the Commission within 24 months from the date of entry into force of the Directive.

Based on the national policy frameworks, the Commission should publish information on the national targets and the objectives submitted by each Member State regarding: (i) number of recharging points accessible to the public; (ii) refuelling points for LNG at maritime and inland ports and for LNG accessible to the public for motor vehicles; (iii) CNG refuelling points accessible to the public for motor vehicles.

Electricity supply for transport: Parliament and Council agreed that an appropriate number of recharging points accessible to the public must put in place by **31 December 2020**, in order to ensure that electric vehicles can circulate at least in urban/suburban agglomerations and other densely populated areas, and, where appropriate, within networks determined by the Member States. The number of these

recharging points shall be established **taking into consideration inter alia the number of electric vehicles estimated to be registered in 2020.**

As an indication, the appropriate average number of recharging points should be equivalent to **at least one recharging point per 10 cars.** An appropriate number of recharging points accessible to the public should be installed, in particular, at public transport stations, such as port passenger terminals, airports or railway stations.

The Commission should present a **proposal to modify the Directive**, taking into account the development of the electric vehicle market, in order to ensure that an additional number of recharging points accessible to the public are put in place in each Member State by **31 December 2025** at the latest.

Operators of recharging points accessible to the public must be **free to purchase electricity** from any EU electricity supplier, subject to the supplier's agreement and be allowed to provide electric vehicle recharging services to customers on a contractual basis.

Prices charged by the operators of recharging points accessible to the public must be **reasonable, easily and clearly comparable, transparent and non-discriminatory.**

Hydrogen supply for road transport: those Member States which decide to include hydrogen refuelling points accessible to the public in their national policy framework should ensure that an appropriate number of such points are available to ensure the circulation of hydrogen powered motor vehicles, including fuel cell vehicles, within networks determined by those Member States, including cross-border links where appropriate, by **31 December 2025** at the latest.

Natural gas supply for transport: Member States should ensure that:

- an appropriate number of **refuelling points for LNG** are put in place at maritime ports (by 31 December 2025) and at inland ports (by 31 December 2030) to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network;
- an appropriate number of **LNG refuelling points accessible to the public are put in place by 31 December 2025 at the latest**, at least along the existing TEN-T Core Network, in order to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits. As an indication, the necessary average distance between refuelling points should be approximately **400 km**;
- an appropriate number of **CNG refuelling points accessible to the public are put in place by 31 December 2025** at the latest, at least along the existing TEN-T Core Network, to ensure that CNG motor vehicles can circulate throughout the Union. As an indication, the necessary average distance between refuelling points should be approximately **150 km**.

User information: Member States should ensure that **relevant, consistent and clear information** is made available as to which motor vehicles can be regularly fuelled with individual fuels put on the market or recharged by recharging points. Such information shall be made available in motor vehicle manuals, at refuelling and recharging points, on motor vehicles and motor vehicle dealerships in their territory.

Strategy on Clean Power: the Commission shall, if it considers appropriate, adopt an Action Plan for the implementation of the Strategy on Clean Power for Transport in order to achieve the broadest possible use of alternative fuels for transport, while ensuring technological neutrality, and promote sustainable electric mobility throughout the Union.