## Basic information

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

## Key players

European Parliament

| Committee responsible | Rapporteur | Appointed |
|---|---|---|
| TRAN Transport and Tourism | VITANOV Petar (S&D) | 15/06/2023 |
| | Shadow rapporteur<br><br>GIESEKE Jens (EPP)<br><br>NAGTEGAAL Caroline (Renew)<br><br>DEPARNAY-GRUNENBERG Anna (Greens/EFA)<br><br>FIDANZA Carlo (ECR)<br><br>HAIDER Roman (ID)<br><br>KOUNTOURA Elena (The Left) | |

| Committee for opinion | Rapporteur for opinion | Appointed |
|---|---|---|
| ENVI Environment, Public Health and Food Safety | VONDRA Alexandr (ECR) | 29/09/2021 |
| ITRE Industry, Research and Energy | BLOSS Michael (Greens/EFA) | 30/09/2021 |
| REGI Regional Development | ROPĖ Bronis (Greens/EFA) | 27/09/2021 |

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| Council of the European Union | |
| European Commission | **Commission DG** / **Commissioner**<br>Mobility and Transport / VĂLEAN 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 | | |
| 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<br>PE746.979 | |
| 10/07/2023 | Debate in Parliament | | |
| 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**

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|---|---|
| **Procedure reference** | 2021/0223(COD) |
| **Procedure type** | COD - Ordinary legislative procedure (ex-codecision procedure) |
| **Procedure subtype** | Legislation |
| **Legislative instrument** | Regulation |
| **Amendments and repeals** | Repealing Directive 2014/94/EU 2013/0012(COD) |

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| **Legal basis** | Treaty on the Functioning of the European Union TFEU 091-p1 |
| **Other legal basis** | Rules of Procedure EP 165 |
| **Mandatory consultation of other institutions** | European Economic and Social Committee<br>European Committee of the Regions |
| **Stage reached in procedure** | Procedure completed |
| **Committee dossier** | TRAN/9/06915 |

## Documentation gateway

### European Parliament

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

### Council of the EU

| Document type | Reference | Date | Summary |
|---|---|---|---|
| Coreper letter confirming interinstitutional agreement | GEDA/A/(2023)003058 | 26/04/2023 | |
| Draft final act | 00025/2023/LEX | 13/09/2023 | |

### European Commission

| Document type | Reference | Date | Summary |
|---|---|---|---|
| Legislative proposal | COM(2021)0559 | 14/07/2021 | Summary |
| Document attached to the procedure | SEC(2021)0560 | 15/07/2021 | |
| Document attached to the procedure | SWD(2021)0631 | 15/07/2021 | |
| Document attached to the procedure | SWD(2021)0632 | 15/07/2021 | |
| Document attached to the procedure | SWD(2021)0637 | 15/07/2021 | |

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|---|---|---|---|
| Document attached to the procedure | SWD(2021)0638 | 15/07/2021 | |
| Commission response to text adopted in plenary | SP(2023)459 | 30/10/2023 | |

**National parliaments**

| Document type | Parliament /Chamber | Reference | Date | Summary |
|---|---|---|---|---|
| Contribution | ES_PARLIAMENT | COM(2021)0559 | 04/11/2021 | |
| Contribution | ES_PARLIAMENT | SWD(2021)0632 | 04/11/2021 | |
| Contribution | ES_PARLIAMENT | SWD(2021)0637 | 04/11/2021 | |
| Contribution | ES_PARLIAMENT | SWD(2021)0638 | 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 | |

**Other institutions and bodies**

| Institution/body | Document type | Reference | Date | Summary |
|---|---|---|---|---|
| EESC | Economic and Social Committee: opinion, report | CES3797/2021 | 08/12/2021 | |
| CofR | Committee of the Regions: opinion | CDR4913/2021 | 27/01/2022 | |

**Additional information**

| Source | Document | Date |
|---|---|---|
| EP Research Service | Briefing | 19/11/2021 |
| European Commission | EUR-Lex | |

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

### Rapporteurs, Shadow Rapporteurs and Committee Chairs

**Transparency**

| 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<br>Hydrogen Europe |
| ERTUG Ismail | Rapporteur | TRAN | 01/03/2023 | European Distribution System Operators (E.DSO) |

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|---|---|---|---|---|
| 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.<br>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 | IG Metall |
| ERTUG Ismail | Rapporteur | TRAN | 15/11/2022 | International Council on Clean Transportation Europe gGmbH |
| 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<br>Maltese Ministry for Transport, Infrastructure and Capital Projects |
| GIESEKE Jens | Shadow rapporteur | TRAN | 08/11/2022 | Lufthansa |
| ERTUG Ismail | Rapporteur | TRAN | 08/11/2022 | European Distribution System Operators |
| ERTUG Ismail | Rapporteur | TRAN | 27/10/2022 | Commercial Vehicle Charging Europe B.V. |
| GIESEKE Jens | Shadow rapporteur | TRAN | 26/10/2022 | ABL GmbH |
| GIESEKE Jens | Shadow rapporteur | TRAN | 25/10/2022 | Deutsches Verkehrsforum |
| ERTUG Ismail | Rapporteur | TRAN | 25/10/2022 | Hydrogen Europe |
| ERTUG Ismail | Rapporteur | TRAN | 25/10/2022 | Hydrogenious LOHC Technologies GmbH |
| ERTUG Ismail | Rapporteur | TRAN | 19/10/2022 | British Chamber of Commerce \| EU & Belgium |
| ERTUG Ismail | Rapporteur | TRAN | 12/10/2022 | European Biodiesel Board |
| 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 | 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 | 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 | 27/09/2022 | MAN Truck & Bus SE |
| 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 | Garrett Motion |
| ERTUG Ismail | Rapporteur | TRAN | 21/06/2022 | Shell Companies |

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|---|---|---|---|---|
| ERTUG Ismail | Rapporteur | TRAN | 21/06/2022 | E-GAP S.r.l. |
| 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 | Shell Companies |
| 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 | 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<br>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<br>Ministry of Federal and European Affairs and Regional Development<br>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 | NABU (Naturschutzbund Deutschland) e.V. |
| ERTUG Ismail | Rapporteur | TRAN | 06/04/2022 | Bayerische Motoren Werke Aktiengesellschaft |

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|---|---|---|---|---|
| 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 | 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 | 24/03/2022 | Representation of the State of Baden-Württemberg |
| 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 | Speaker at European Climate Foundation |
| ERTUG Ismail | Rapporteur | TRAN | 17/03/2022 | Flughafen München GmbH |
| 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<br>European Biogas Association<br>GIE<br>Engas<br>EUROGAS<br>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 |

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|---|---|---|---|---|
| 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 | 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 |
| PEKKARINEN Mauri | Shadow rapporteur for opinion | REGI | 23/02/2022 | Oulun Satama Oy |
| NAGTEGAAL Caroline | Shadow rapporteur | TRAN | 23/02/2022 | Permanent Representation of the Netherlands |
| 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 | 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 | 16/02/2022 | ChargeUp Europe |
| KOUNTOURA Elena | Shadow rapporteur | TRAN | 16/02/2022 | Eurelectric |
| 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 |
| GIESEKE Jens | Shadow rapporteur | TRAN | 09/02/2022 | European Biodiesel Board<br>Liquid Gas Europe<br>NGVA Europe<br>Confédération Générale des planteurs de Betterave<br>Association Interprofessionnelle de la Betterave et du Sucre<br>ePURE<br>UPEI<br>ACEA |
| ERTUG Ismail | Rapporteur | TRAN | 09/02/2022 | E.DSO, IONITY, Bauindustrie, HydrogenEurope, AirLiquid, ACI EUROPE |
| ERTUG Ismail | Rapporteur | TRAN | 09/02/2022 | Sustainable Mobility European Platform |
| ERTUG Ismail | Rapporteur | TRAN | 09/02/2022 | Hydrogen Europe |
| NAGTEGAAL Caroline | Shadow rapporteur | TRAN | 08/02/2022 | KVNR |

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|---|---|---|---|---|
| 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)<br>Wirtschaftsverband Stahl- und Metallverarbeitung e.V. (WSM) |
| SOLÍS PÉREZ Susana | Shadow rapporteur | ENVI | 02/02/2022 | SEAT |
| PEKKARINEN Mauri | Shadow rapporteur | ITRE | 01/02/2022 | The Natural & Bio Gas Vehicle Association |
| 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 |
| 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 | Aena, UFE, Volvo, Avis, CLIA |
| ERTUG Ismail | Rapporteur | TRAN | 26/01/2022 | Bosch, Scania, Hansestadt Hamburg, avere, CEDEC, BDEW |
| ERTUG Ismail | Rapporteur | TRAN | 26/01/2022 | European Association of Automotive Suppliers (CLEPA) |
| ERTUG Ismail | Rapporteur | TRAN | 26/01/2022 | Sýmbio |
| 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 |
| GIESEKE Jens | Shadow rapporteur | TRAN | 19/01/2022 | Griechischer Botschafter |
| ERTUG Ismail | Rapporteur | TRAN | 19/01/2022 | Permanent Representation of Slovenia to the EU |
| NAGTEGAAL Caroline | Shadow rapporteur | TRAN | 18/01/2022 | CLIA Europe |
| SOLÍS PÉREZ Susana | Shadow rapporteur | ENVI | 18/01/2022 | European Association for Electromobility |

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|---|---|---|---|---|
| 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 | 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 |
| ERTUG Ismail | Rapporteur | TRAN | 11/01/2022 | ADAC, ePure, SmartEN, Initiative Deutsche Zahlungssysteme e.V., ubitricity |
| 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 | 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 | 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 |
| SOLÍS PÉREZ Susana | Shadow rapporteur | ENVI | 14/12/2021 | European Automobile Manufacturers' Association |
| SOLÍS PÉREZ Susana | Shadow rapporteur | ENVI | 09/12/2021 | Natural & bio Gas Vehicle Association |

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| NAGTEGAAL Caroline | Shadow rapporteur | TRAN | 08/12/2021 | UNIFE |
| 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 | 30/11/2021 | ESPO |
| 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 | 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 | 23/11/2021 | Clean Air Task Force, Inc. |
| NAGTEGAAL Caroline | Shadow rapporteur | TRAN | 19/11/2021 | Stichting ElaadNL |
| NAGTEGAAL Caroline | Shadow rapporteur | TRAN | 19/11/2021 | CHEVRON RENEWABLE ENERGY GROUP |
| 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

| Transparency | | |
|---|---|---|
| **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 |

| Final act | |
|---|---|
| Regulation 2023/1804<br>OJ L 234 22.09.2023, p. 0001 | Summary |

| Delegated acts | |
|---|---|
| **Reference** | **Subject** |
| 2025/2661(DEA) | Examination of delegated act |
| 2025/2662(DEA) | Examination of delegated act |
| 2025/2659(DEA) | Examination of delegated act |

# 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

2021/0223(COD) - 19/10/2022 - Text adopted by Parliament, partial vote at 1st reading/single reading

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