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REPORT

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. Cion doc.:	COM(2021) 559 final
Subject:	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 – Preparation for the trilogue

I. CONTEXT AND CONTENT OF THE PROPOSAL

1. On 14 July 2021, the Commission submitted to the European Parliament and to the Council the proposal for a Regulation on the deployment of alternative fuels infrastructure (AFIR), as part of the 'fit for 55' package (the 'package').

2. The objective of the proposal is threefold: first, to ensure that there is a sufficient infrastructure network for the (re)charging or (re)fuelling of road vehicles or vessels with alternative fuels; second to provide alternatives to the use of on-board engines (powered by fossil fuels) for vessels at berth or stationary aircraft, and third to ensure full interoperability and user friendliness of the infrastructure.

3. The above proposal has interlinkages with other proposals of the 'Fit for 55' package. It is in particular linked to the proposal for revising the Regulation on CO2 emission performance standards for cars and vans and the proposal for revising the Regulation on CO2 emission performance standards for heavy-duty vehicles, which is foreseen for 2023. The pace of deployment of the (re)charging pools and (re)fuelling stations as well as their interoperability and user friendliness will influence the uptake of zero- and low-emission vehicles. At the same time, AFIR has linkages to FuelEU Maritime, and is also of relevance to emission reduction in aviation. Moreover, the proposal defines alternative fuels in coherence with the provisions of the proposal for the revision of the Renewable Energy Directive. Where the Directive on the Energy-Performance of Buildings regulates the deployment of private charging stations, AFIR is looking to ensure a sufficient number of publicly available charging stations.

II. STATE OF PLAY

4. The European Economic and Social Committee adopted its opinion on 9 December 2021, the European Committee of the Regions adopted its opinion on 26 January 2022.

5. The Council agreed on a general approach on 2 June 2022.

6. The European Parliament designated the Committee on Transport and Tourism (TRAN) as the committee responsible and Mr Ismail ERTUG (DE, S&D) was appointed as its rapporteur. The European Parliament adopted its position in plenary on 19 October 2022.

7. At a first informal trilogue on 27 October 2022, the co-legislators held an exchange of views of their respective positions and agreed to grant a broad mandate to the technical level. Between 11 November and 1 December there were 5 technical meetings organised between the first and the second trilogues.

8. The Presidency discussed in the Intermodal Transport Working Party compromise proposals and drafting suggestions that were prepared in the technical meetings with the Parliament. These relate to targets and objectives on the use of liquefied methane in road and maritime transport (Articles 8 and 11), shore-side electricity in maritime ports and inland ports (Articles 9 and 10) and the supply of electricity to stationary aircraft (Article 12). The Presidency also presented compromise text on the reporting requirements (Articles 14 and 14a), review of the national policy framework and national progress reports (Article 15), progress tracking

(Article 16), user information (Article 17), data provisions and the common technical specifications (Articles 18 and 19 and Annex II).

9. The second informal trilogue will address the articles mentioned under point 8 of the present report and Annex II of the draft Regulation, mentioned under point 8 of the present report. While not discussed in detail during the technical meetings, the trilogue will also discuss the subject matter in Article 1 and some of the definitions (Article 2). A mandate is proposed for the relevant definitions related to the articles on the agenda and those definitions where the Council and the Parliament have adopted a similar position, either by accepting the Commission proposal or when the same amendments have been made to the definitions. Altogether, the trilogue will discuss articles 1 and 2 (partially), 8 to 12, 14 to 19 and Annex II.

10. It was decided at this point in the negotiations not to discuss targets on electric charging infrastructure dedicated for light-duty vehicles and heavy-duty vehicles (Articles 3 and 4), hydrogen refuelling infrastructure for road vehicles (Article 6), payments and user friendliness (Articles 5 and 7), the content and structure of the national policy frameworks (Article 13) and the review clause (Article 22). The entry into force (Article 24) and the Council's suggestion to apply the Regulation only 6 months after the entry into force should also be addressed at a later stage, together with the new provisions that the Parliament has included in its position, related to trains (Article 12a) and compensatory regulatory reduction (Article 21a). These are the most contentious issues. They will require more preparation at technical level and need further consideration at a later stage.

11. Articles 20 (exercise of the delegation) and Article 21 (committee procedure) have not yet been discussed.

III. THE PROPOSED MANDATE

12. At the technical level, Council and Parliament identified potential compromises on the following issues that should allow for at least a partial agreement on most of the articles in the mandate. Specific details will need further consideration at the next trilogues to find a full agreement on each article.

13. The mandate distinguishes 3 groups of articles that will be discussed in detail: (1) those articles (Articles 8, 10 and 19) where an agreement has been found in the technical meetings that can be confirmed at political level. As regards Article 19 some final technical clarifications might be required; (2) those articles (Articles 9, 11, 12 and 17) where an agreement is close but where specific aspects or links to other elements in this Regulation or other pieces of EU legislation still needs to be considered and (3) those articles (Articles 14, 14a, 15, 16 and 17) where some common ground has been found, but where some major differences remain to be resolved.

First group:

- As regards Articles 8 and 10, Council and Parliament have overall similar positions. The Presidency will explain the logic of introducing the concept of liquefied methane, to replace and extend the concept of LNG to also include bio-LNG, synthetic LNG or blended versions.

- The Presidency would also offer to address the Parliament's request to ensure sufficient grid capacity (new Article 9(1a) and Article 10, point (ba)) with new text in Article 14(3), see below.

- In the technical meetings, Article 19 was discussed in detail and the proposed mandate should be acceptable for the Parliament, subject to some final technical clarifications related to the delegation of the Commission.

Second group:

- For shore-side electricity in ports (Article 9), agreement could be found on the main principles. But more time will be required to ensure alignment with FuelEU Maritime, especially as regards the derogations and when vessels are to connect to shore-side electricity outside the TEN-T network. These issues will be discussed in the trilogue on FuelEU Maritime on 8 December. The relevant parts from the outcome on FuelEU Maritime would then be copied into the AFIR Regulation. This should ensure the alignment, without having to mention it explicitly, like the Parliament proposed in Article 9(1) and 9(2) (lines 219 and 223) and recitals (32) and (32c) (lines 42 and 42c). The Presidency is proposing to accept some of the Parliament's proposal but also to delete other parts.

- For the provisions on liquefied methane in maritime ports (Article 11), the positions are close, except for the Parliaments proposal to add ammonia and hydrogen, which will need further consideration. In Article 11(2), the Presidency proposes to integrate some of the Parliament's amendment (line 234).

- When considering where and when a stationary aircraft should connect to the electric grid (Article 12), technical issues should be resolved. At the request of the Parliament, alternative wording is proposed for 'the use of kerosene' in recital (36) (line 46). The issue of the island or outermost region derogation (proposed by Parliament) compared to the 10 000 commercial flights threshold will need further consideration. The Commission explained that by excluding airports on islands, there is the risk of excluding some big airports. The Council's proposal is envisaging smaller airports, irrespective of the geographical location.

  As regards the 'airport managing body', which is deleted by the Council and the 'suppliers of ground handling services', which is added by the Parliament in Article 12(1), the Presidency proposes to explain in a new recital (36-a) that it might be indeed different actors who might be providing the service. That is also the reason why the Council deleted the reference to only 'airport managing body'.

  The Presidency proposes to accept the EP amendment (slightly redrafted) in Article 12(1a) (line 238b), introducing very specific clarifications on the scope and what should not be considered under the application of Article 12. This is complemented with additional text in recital (36) (line 46).

- Article 17 (user information) is a particular case. The technical meetings helped to explain the work that the Council did to clarify the text, together with the Commission. Some final work will be required to clarify some of the Parliament's request (i.a. line 296a and 300) and to ensure the uniform implementation of this article and how to refer to the use of implementing acts (in lines 301-303).

Third group:

- In Articles 14 (reporting) and 14a (content, structure and format) the issue of the reporting frequency and the date of the first report will remain outstanding. This is also linked to the content of the report (Annex I) and the date at which the Regulation will start to apply. See also chapter IV, below.

  The Presidency is proposing new text in Article 14(1) to ensure that national progress reports will be made publicly available.

  The Presidency also proposes to add new text in Article 14(3) referring to the ‘consistency between the infrastructure planning and the respective grid planning’, linked to the Parliament amendments related to ensuring sufficient grid capacity in Articles 3, 4, 9 and 10. This addition in Article 14(3) (line 272) is a solution for every time the Parliament has introduced a reference to grid capacity in each of the articles on targets for electric charging or shore-side electricity. It is complemented with a redrafted and new recital (37a) (line 47a), that brings together a proposal from the Parliament with new text to make it coherent for the whole Regulation and the relevant Articles.

- In Article 15 (review of national policy framework and national progress reports) it will be a matter to define realistic timelines and explaining to the Parliament that a report can only be drawn on the basis of information that is available.

  The Parliament also introduced a new paragraph (4c) related to keeping administrative burdens to a minimum. The Presidency takes that this is something that should not be mentioned in this Regulation, as it is a general concern for all EU legislation.

- For the progress tracking (Article 16), the Presidency is proposing to meet the Parliament halfway by reinserting the Commission proposal in Article 16(2) (line 294). By reverting to 'is at risk of not meeting', the paragraph can serve as an early warning system and as it was intended by the Commission. Further legal clarifications have been included in the general approach to ensure this does not impede on the infringement procedure provided for in Article 258 TFEU in the event a MS would not meet its national targets, which would be the next step.

14. While not discussed at length in the technical meetings, the Presidency would also like to present the Parliament a proposal on the Subject matter (Article 1), as both positions are close. In fact, both institutions agree on the overall objective that more recharging and refuelling infrastructure and installations for connecting ships moored at the quayside and stationary aircraft to the electricity grid are required. The Parliament will not want to drop the extension of the scope to trains, but this can be put in [ ] and left for next trilogues. The Presidency would start from the general approach, explaining to the Parliament that involving regional and local authorities in preparing national policy frameworks is embedded in the subsidiarity principle and does not need to be mentioned in this Regulation as it relates to the internal organisation of each Member States. The Presidency does propose to take some text of the Parliament on board in the last paragraph.

15. As regards Article 18 (data provisions), and considering the technical nature of this article, the Presidency thinks it is worthwhile to start a dialogue with the Parliament at the political level. The main point will be to clarify the difference between essential data types and data types that might be useful to have, but not really necessary within the AFIR regulatory framework. The Parliament is of the opinion that it might be better to provide for more data as this could be useful for the citizens to make informed decisions. It will be important that each data type can be defined in an objective way. There is also a link with the ITS Directive and National Access Points being used to facilitate availability and accessibility of data and the Parliament's request to set up a common European Access Point As regards the European Access Point, further clarifications will need to be made on its purpose and functioning to see if this could be considered in the AFIR context. The Presidency does not ask for a specific mandate for this. It will exchange views with the Parliament on the matter of this Article.

16. As regards the definitions (Article 2), the Parliament would prefer at this moment in time only to agree on those that have been discussed explicitly in the context of the articles referenced in paragraph 13 of this note. These relate to aircraft stands and liquefied methane (lines 87a, 87b and 113a).

17. In the annex, delegations can find the mandate in the 4th column. Changes are indicated compared to the Council general approach. As mentioned in paragraph 15 of this note, for Article 18 the Presidency is for the time being not proposing any compromise. When transmitting the mandate to the Parliament, the 4th column will show the differences as compared to the Commission proposal, with different markings, as applicable, for the Council and EP text.

IV. FURTHER CONSIDERATION TO THE DATES

18. During the ensuing negotiations it will be important to have a closer look at the dates set forward regarding national policy frameworks (Article 13), reporting obligations (Article 14), the review of frameworks and progress reports (Article 15) and the review (Article 22). The dates in the general approach were not changed compared to the Commission proposal, as it was expected that the Parliament would have adopted its position faster. Given that negotiations are taking longer than expected, the initial dates for the first national policy frameworks (under this Regulation), national policy reports, subsequent reviews of these frameworks and policy reports and the overall review might need to be reconsidered.

19. The Parliament has also mentioned in the technical meetings that it would like to have a closer look at the application date that has been introduced in the general approach in Article 24, that is set at 6 months after the entry into force. This will be for a later trilogue.

V. CONCLUSION

20. The Permanent Representatives Committee is invited to:

- agree to the mandate for the second trilogue, including the technical points not yet agreed at technical level, as set out in the Annex (the four-column table) to this note;
- agree that the Presidency starts the discussion on Article 18, without a clear and specific mandate, in order to explain the Council's position to the Parliament.

21. The second trilogue is scheduled for 13 December 2022 (Strasbourg, European Parliament).

ANNEX

Proposal for a REGULATION on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU (AFIR) - 2021/0223(COD)
- proposed mandate for 2nd trilogue -

	Commission Proposal	EP Mandate	Council Mandate	ST 15284/22 - 2nd trilogue
Formula				
1	2021/0223 (COD)	2021/0223 (COD)	2021/0223 (COD)	2021/0223 (COD)
Proposal Title				
2	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 (Text with EEA relevance)	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 (Text with EEA relevance)	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 (Text with EEA relevance)	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 (Text with EEA relevance)
Formula				
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,
Citation 1				
4	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,
Citation 2				

	Commission Proposal	EP Mandate	Council Mandate	ST 15284/22 - 2nd trilogue
5	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,
Citation 3				
6	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,
Citation 4				
7	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C **158, 6.4.2022, p. 138**~~, , p.~~.	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C 158, 6.4.2022, p. 138.
Citation 5				
8	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C **270, 13.7.2022, p. 38**~~, , p.~~.	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C 270, 13.7.2022, p. 38.
Citation 6				
9	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,
Formula				
10	Whereas:	Whereas:	Whereas:	Whereas:
Recital 1				
11	(1) Directive 2014/94/EU of the European Parliament and of the Council[1] laid down a framework for the deployment of alternative fuels infrastructure. The	(1) Directive 2014/94/EU of the European Parliament and of the Council[1] laid down a framework for the deployment of alternative fuels infrastructure. The	(1) Directive 2014/94/EU~~ of the European Parliament and of the Council~~[1] laid down a framework for the deployment of alternative fuels infrastructure. The	

	Commission Proposal	EP Mandate	Council Mandate	ST 15284/22 - 2nd trilogue
	Commission Communication on the application of that Directive[2] points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets and adopting measures under the National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States. _____ 1. Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1). 2. COM(2020) 789 final.	Commission Communication on the application of that Directive[2] points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets and adopting measures under the National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States. ***This, in turn, has resulted in the failure to deliver a comprehensive and complete network of alternative fuels infrastructure across the Union.*** _____ 1. Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1). 2. COM(2020) 789 final.	Commission Communication on the application of that Directive[2] points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets and adopting measures under the National Policy Frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies varies greatly among Member States. _____ 1. Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1). 2. COM(2020) 789 final.	
Recital 2				
12	(2) Various instruments of Union law already set targets for renewable fuels. Directive 2018/2001/EU of the European Parliament and of the Council[1] for	(2) Various instruments of Union law already set targets for renewable fuels. Directive 2018/2001/EU of the European Parliament and of the Council[1] for	(2) Various instruments of Union law already set targets for renewable fuels. Directive 2018/2001/EU ~~of the European Parliament and of the Council~~[1] for	

	Commission Proposal	EP Mandate	Council Mandate	ST 15284/22 - 2nd trilogue
	instance set a market share target of 14 % of renewables in transport fuels. ————— 1. Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82).	instance set a market share target of 14 % of renewables in transport fuels. ————— 1. Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82).	instance set a market share target of 14 % of renewables in transport fuels. ————— 1. Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82).	
Recital 3				
13	(3) Regulation (EU) 2019/631 of the European Parliament and of the Council[1] and Regulation (EU) 2019/1242 of the European Parliament and of the Council[2] already set CO_2 emission performance standards for new passenger cars and for new light commercial vehicles as well as for certain heavy-duty vehicles. Those instruments should accelerate the uptake in particular of zero-emission vehicles and thereby create demand for recharging and refuelling infrastructure. ————— 1. Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO_2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13). 2. Regulation (EU) 2019/1242 of the	(3) Regulation (EU) 2019/631 of the European Parliament and of the Council[1] and Regulation (EU) 2019/1242 of the European Parliament and of the Council[2] already set CO_2 emission performance standards for new passenger cars and for new light commercial vehicles as well as for certain heavy-duty vehicles. ***The revision of*** those instruments should ***be aligned with the revision of the current Regulation in order to ensure a coherent framework for the use and deployment of alternative fuels in road transport and in order to*** accelerate the uptake in particular of zero-emission vehicles ***and alternative fuels*** and thereby create demand for recharging and refuelling infrastructure. ————— 1. Regulation (EU) 2019/631 of the	(3) Regulation (EU) 2019/631 ~~of the European Parliament and of the Council[1] –~~**[1]** and Regulation (EU) 2019/1242 ~~of the European Parliament and of the Council~~[2] already set CO_2 emission performance standards for new passenger cars and for new light commercial vehicles as well as for certain heavy-duty vehicles. Those instruments should accelerate the uptake in particular of zero-emission vehicles and thereby create demand for recharging and refuelling infrastructure. ————— 1. Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting ~~CO_2~~**CO2** emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13). 2. Regulation (EU) 2019/1242 of the	

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	European Parliament and of the Council of 20 June 2019 setting CO_2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).	European Parliament and of the Council of 17 April 2019 setting ~~CO_2~~***CO2*** emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13). 2. Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO_2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).	European Parliament and of the Council of 20 June 2019 setting ~~CO_2~~**CO2** emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).	
Recital 4				
14	(4) The initiatives on ReFuelEU aviation[1] and FuelEU maritime[2] should boost the production and uptake of sustainable alternative fuels in aviation and maritime transport. While the fuel use requirements for the sustainable aviation fuels can largely rely on the existing refuelling infrastructure, investments are needed for the electricity supply of stationary aircraft. The FuelEU maritime initiative sets requirements in particular for the use of on shore power that can only be fulfilled if an adequate level of on shore power supply is deployed in TEN-T ports. However those	(4) The initiatives on ReFuelEU aviation[1] and FuelEU maritime[2] should boost the production and uptake of sustainable alternative fuels in aviation and maritime transport. While the fuel use requirements for the sustainable aviation fuels can largely rely on the existing refuelling infrastructure, investments are needed for the electricity supply of stationary aircraft. ***Moreover, Member States and the Commission should assess the current state and future development of the hydrogen market for aviation and should provide for a feasibility study on***	(4) The initiatives on ReFuelEU aviation[1] and FuelEU maritime[2] should boost the production and uptake of sustainable alternative fuels in aviation and maritime transport. While the fuel use requirements for the sustainable aviation fuels can largely rely on the existing refuelling infrastructure, investments are needed for the electricity supply of stationary aircraft. The FuelEU maritime initiative sets requirements in particular for the use of on shore power that can only be fulfilled if an adequate level of ~~on shore power~~**shore-side electricity** supply is deployed in	

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	initiatives do not contain any provisions on the required fuel infrastructure which are a prerequisite that the targets can be met. _____ 1. COM(2021) 561. 2. COM(2021) 562.	***the deployment of the relevant infrastructure to power aircraft including, where appropriate, a deployment plan for alternative fuels infrastructure in airports, in particular for hydrogen and electric recharging for aircrafts.*** The FuelEU maritime initiative sets requirements in particular for the use of on shore power that can only be fulfilled if an adequate level of on shore power supply is deployed in TEN-T ports. However those initiatives do not contain any provisions on the required fuel infrastructure which are a prerequisite that the targets can be met. _____ 1. COM(2021) 561. 2. COM(2021) 562.	TEN-T ports. However those initiatives do not contain any provisions on the required fuel infrastructure which are a prerequisite that the targets can be met. _____ 1. COM(2021) 561. 2. COM(2021) 562.	
Recital 5				
15	(5) Therefore all modes of transport should be addressed in one instrument which should take into account a variety of alternative fuels. The use of zero-emission powertrain technologies is at different stages of maturity in the different modes of transport. In particular, in the road sector, a rapid uptake of battery-electric and plug-in hybrid vehicles is taking	(5) Therefore all modes of transport should be addressed in one instrument which should take into account a variety of alternative fuels. The use of zero-emission powertrain technologies is at different stages of maturity in the different modes of transport ***and in the different Member States and regions***. In particular, in the road sector, a rapid uptake of battery-	(5) Therefore all modes of transport should be addressed in one instrument which should take into account a variety of alternative fuels. The use of zero-emission powertrain technologies is at different stages of maturity in the different modes of transport. In particular, in the road sector, a rapid uptake of battery-electric and plug-in hybrid vehicles is taking	

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	place. Hydrogen fuel-cell road vehicles are available to markets, as well. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The use of fossil gaseous or liquid fuels is only possible if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic gaseous and liquid fuels.	electric and plug-in hybrid vehicles is taking place***, therefore more ambitious targets for these mature technologies are required***. Hydrogen fuel-cell road vehicles are available to markets, as well***, albeit to a lesser degree***. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The ~~use of~~***Union should increase its efforts to phase out*** fossil gaseous or liquid fuels ~~is only~~***and promote renewable alternatives, and the use of fossil fuels should only be*** possible if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union,	place. Hydrogen fuel-cell road vehicles are available to markets, as well. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The use of fossil gaseous or liquid fuels is only possible if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic**, paraffinic,** gaseous and liquid fuels.	

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		requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic gaseous and liquid fuels.		
Recital 6				
16	(6) Such biofuels and synthetic fuels, substituting diesel, petrol and jet fuel, can be produced from different feedstock and can be blended into fossil fuels at very high blending ratios. They can be technically used with the current vehicle technology with minor adaptations. Renewable methanol can also be used for inland navigation and short-sea shipping. Synthetic and paraffinic fuels have a potential to reduce the use of fossil fuel sources in the energy supply to transport. All of these fuels can be distributed, stored and used with the existing infrastructure or where necessary with infrastructure of the same kind.	(6) ***In order to maximise the potential of reduction of greenhouse gas emissions,*** such biofuels***, including biogas,*** and synthetic fuels, substituting diesel, petrol and jet fuel, can be produced from different feedstock and can be blended into fossil fuels at very high blending ratios. ~~They~~***This is especially important for the reduction of greenhouse gas emissions in the aviation and maritime transport sectors for which electrification will be slower. Those fuels*** can be technically used with the current vehicle technology with minor adaptations. Renewable methanol can also be used for inland navigation and short-sea shipping. Synthetic and paraffinic fuels have a potential to reduce the use of fossil fuel sources in the energy supply to transport. All of these fuels can be distributed, stored and used with the existing	(6) Such biofuels**, paraffinic,** and synthetic fuels, substituting diesel, petrol and jet fuel, can be produced from different feedstock and can be blended into fossil fuels at very high blending ratios. They can be technically used with the current vehicle technology with minor adaptations. Renewable methanol can also be used for inland navigation and short-sea shipping. Synthetic and paraffinic fuels have a potential to reduce the use of fossil fuel sources in the energy supply to transport. All of these fuels can be distributed, stored and used with the existing infrastructure or where necessary with infrastructure of the same kind.	

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		infrastructure or where necessary with infrastructure of the same kind.		
Recital 6a				
16a		***(6a) It is important to observe the general principles of technological neutrality and energy efficiency first among those technologies necessary to achieve climate neutrality, as some of the technologies that will be needed in the foreseeable future still require investments in research and development, while maintaining market competition between the different alternative technologies, taking due account of affordability and the different starting points of Member States.***		
Recital 7				
17	(7) LNG is likely to play a continued role in maritime transport, where there is currently no economically viable zero-emission powertrain technology available. The Communication on the Smart and Sustainable Mobility Strategy points to zero-emission seagoing ships becoming market ready by 2030. Fleet conversion should take place gradually due to the long lifetime of the ships.	(7) ***The sustained use of liquefied natural gas (LNG) is not compatible with the Union's climate neutrality objective. Therefore, LNG in maritime transport should be phased out as soon as possible and substituted by more sustainable alternatives. However, in the short term,*** LNG is likely to play a ~~*continued*~~ ***transitional*** role in maritime transport, where there is currently	(7) ~~LNG~~ **Liquefied methane** is likely to play a continued role in maritime transport, where there is currently no economically viable zero-emission powertrain technology available. The Communication on the Smart and Sustainable Mobility Strategy points to zero-emission seagoing ships becoming market ready by 2030. Fleet conversion should take place gradually due to the long	

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	Contrary to maritime transport, for inland waterways, with normally smaller vessels and shorter distances, zero-emission powertrain technologies, such as hydrogen and electricity, should enter the markets more quickly. LNG is expected to no longer play a significant role in that sector. Transport fuels such as LNG need increasingly to be decarbonised by blending/substituting with liquefied biomethane (bio-LNG) or renewable and low-carbon synthetic gaseous e-fuels (e-gas) for instance. Those decarbonised fuels can be used in the same infrastructure as gaseous fossil fuels thereby allowing for a gradual shift towards decarbonised fuels.	no economically viable zero-emission powertrain technology available. The Communication on the Smart and Sustainable Mobility Strategy points to zero-emission seagoing ships becoming market ready by 2030 ***and such projects are already underway. Further developments in this regard should be promoted, duly monitored and reported***. Fleet conversion should take place gradually due to the long lifetime of the ships. ***Given the transitional role of LNG, the availability of LNG bunkering infrastructure in ports should be demand driven, in particular as regards new public investments.*** Contrary to maritime transport, for inland waterways, with normally smaller vessels and shorter distances, zero-emission powertrain technologies, such as hydrogen and electricity, ***are becoming mature technologies and*** should– enter the markets more quickly ***and could play an important role for maritime transport in terms of creating scale regarding zero-emission propulsion solutions***. LNG is expected to no longer play a significant role in that sector.	lifetime of the ships. Contrary to maritime transport, for inland waterways, with normally smaller vessels and shorter distances, zero-emission powertrain technologies, such as hydrogen and electricity, should– enter the markets more quickly. ~~LNG~~ **Liquefied methane** is expected to no longer play a significant role in that sector. Transport fuels such as ~~LNG~~ **liquefied methane** need increasingly to be decarbonised by blending/substituting with liquefied biomethane ~~(bio-LNG)~~ or renewable and low-carbon synthetic gaseous e-fuels (e-gas) for instance. Those decarbonised fuels can be used in the same infrastructure as gaseous fossil fuels thereby allowing for a gradual shift towards decarbonised fuels.	

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		Transport fuels such as LNG need increasingly to be decarbonised by blending/substituting with liquefied biomethane (bio-LNG) or renewable and low-carbon synthetic gaseous e-fuels (e-gas) for instance. Those decarbonised fuels can be used in the same infrastructure as gaseous fossil fuels thereby allowing for a gradual shift towards decarbonised fuels.		
Recital 8				
18	(8) In the heavy-duty road transport sector, LNG trucks are fully mature. On the one hand, the common scenarios underpinning the Sustainable and Smart Mobility Strategy and the Climate Target Plan as well as the revised “Fit for 55” modelling scenarios suggest some limited role of gaseous fuels that will increasingly be decarbonised in heavy-duty road transport especially in the long haul segment. Furthermore, LPG and CNG vehicles for which already a sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore only a limited targeted policy for LNG infrastructure	(8) In the heavy-duty road transport sector, LNG trucks are fully mature. On the one hand, the common scenarios underpinning the Sustainable and Smart Mobility Strategy and the Climate Target Plan as well as the revised “Fit for 55” modelling scenarios suggest some limited role of gaseous fuels that will increasingly be decarbonised in heavy-duty road transport especially in the long haul segment. Furthermore, LPG and CNG vehicles for which already a sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore only a limited targeted policy for LNG infrastructure	(8) In the heavy-duty road transport sector, ~~LNG~~ **liquefied methane** trucks are fully mature. On the one hand, the common scenarios underpinning the Sustainable and Smart Mobility Strategy and the Climate Target Plan as well as the revised "Fit for 55" modelling scenarios suggest some limited role of gaseous fuels that will increasingly be decarbonised in heavy-duty road transport especially in the long haul segment. Furthermore, LPG and CNG vehicles for which already a sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore only a limited targeted	(8) In the heavy-duty road transport sector, liquefied methane trucks are fully mature. On the one hand, the common scenarios underpinning the Sustainable and Smart Mobility Strategy and the Climate Target Plan as well as the revised “Fit for 55” modelling scenarios suggest some limited role of gaseous fuels that will increasingly be decarbonised in heavy-duty road transport especially in the long-haul segment. Furthermore, LPG and CNG vehicles for which already a sufficient infrastructure network exists across the Union are expected to gradually be replaced by zero emission drivetrains and therefore only a limited targeted

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	deployment that can equally supply decarbonised fuels is considered necessary to close remaining gaps in the main networks.	deployment that can equally supply decarbonised fuels is considered necessary to close remaining gaps in the main networks.	policy for ~~LNG~~**liquefied methane** infrastructure deployment that can equally supply decarbonised fuels is considered necessary to close remaining gaps in the main networks.	policy for liquefied methane infrastructure deployment that can equally supply decarbonised fuels is considered necessary to close remaining gaps in the main networks.
Recital 8a				
18a			**(8a) This Regulation should lay down mandatory minimum targets for the deployment of publicly accessible recharging or refuelling infrastructures for road vehicles.**	
Recital 8b				
18b	(18) A recharging station is the single physical installation for the recharging of electric vehicles. Every station has a theoretical maximum power output, expressed in kW. Every station has at least one recharging point that can serve only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the	(18) A recharging station is the single physical installation for the recharging of electric vehicles. Every station has a theoretical maximum power output, expressed in kW. Every station has at least one recharging point that can serve only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the	(~~18~~**8b**) A recharging station is the ~~single~~ physical installation for the recharging of electric vehicles. Every station has a theoretical maximum power output, expressed in kW. Every station has at least one recharging point that can serve only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the	

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	power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations. Moved reference text	power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations.	power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations. Moved from row 28	
Recital 8c				
18c	(17) Publicly accessible recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes	(17) Publicly accessible recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. ***In such locations, where parking facilities have more than 30 parking spaces, Member States should ensure that a sufficient number of publicly accessible recharging or refuelling points is deployed.*** A recharging or refuelling point located on a private property that is accessible	(~~17~~**8c**) Publicly accessible recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes	

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	should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points. Moved reference text	to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points.	should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points. Moved from row 27	
Recital 8d				
18d		***(8d) In order to avoid any unintended consequences of this Regulation in discouraging the deployment of charging infrastructure for captive fleets such as public transport, publicly accessible recharging stations partially dedicated to public transport fleets, can be counted towards the relevant targets set out in this Regulation.***		

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		Recharging points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users.		
Recital 8e				
18e		***(8e) With a view to increase consumer convenience, Member States should encourage operators of publicly accessible recharging or refuelling points to ensure that the opening hours and uptime of their services fully meet the needs of end users.***		
Recital 9				
19	(9) The deployment of publicly accessible recharging infrastructure for light-duty electric vehicles has been uneven across the Union. Continued uneven distribution would jeopardize the uptake of such vehicles, limiting connectivity across the Union. Continuing divergence in policy ambitions and approaches at national level will not create the long-term certainty needed for substantive market investment. Mandatory minimum targets for Member States at national level should therefore provide policy orientations and complement National Policy	(9) The deployment of publicly accessible recharging infrastructure for light-duty electric vehicles has been uneven across the Union ***and across regions***. Continued uneven distribution would jeopardize the uptake of such vehicles, limiting connectivity across the Union. Continuing divergence in policy ambitions and approaches at national level will ***hinder the much-needed sustainable transition of the transport sector and not contribute to creating***~~not create~~ the long-term certainty needed for substantive market investment. Mandatory minimum	(9) The deployment of publicly accessible recharging infrastructure for light-duty electric vehicles has been uneven across the Union. Continued uneven distribution would jeopardize the uptake of such vehicles, limiting connectivity across the Union. Continuing divergence in policy ambitions and approaches at national level will not create the long-term certainty needed for substantive market investment. Mandatory minimum targets for Member States at national level should therefore provide policy orientations and complement National Policy	

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	Frameworks. That approach should combine national fleet based targets with distance-based targets for the trans-European network for transport (TEN-T). National fleet based targets should ensure that vehicle uptake in each Member State is matched with the deployment of sufficient publicly accessible recharging infrastructure. Distance-based targets for the TEN-T network should ensure full coverage of electric recharging points along the Union's main road networks and thereby ensure easy and seamless travel throughout the Union.	targets for Member States at national level should therefore provide policy orientations and complement National Policy Frameworks. That approach should combine national fleet based targets with distance-based targets for the trans-European network for transport (TEN-T). National fleet based targets should ensure that vehicle uptake in each Member State is matched with the deployment of sufficient publicly accessible recharging infrastructure***, especially in geographic areas where owners of light-duty vehicles are less likely to own private parking lots. Special attention and higher national deployment rates are also needed for centres of relatively higher population density and higher electric vehicles market-share. Once a certain share of electric vehicles uptake has been reached in the given Member State, the market should self-regulate***. Distance-based targets for the TEN-T network should ensure full coverage of electric recharging points along the Union's main road networks and thereby ensure easy and seamless	Frameworks. That approach should combine national fleet based targets with distance-based targets for the trans-European network for transport (TEN-T). National fleet based targets should ensure that vehicle uptake in each Member State is matched with the deployment of sufficient publicly accessible recharging infrastructure. Distance-based targets for the TEN-T network should ensure full coverage of electric recharging points along the Union's main road networks and thereby ensure easy and seamless travel throughout the Union.	

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		travel throughout the Union***, including in and to the outermost regions and islands of the Union, unless the costs involved are disproportionate to the benefits, in which case Member States may make exemptions or consider developing off-grid infrastructure. The development of such a network of infrastructure would facilitate the accessibility and connectivity of all regions in the Union, including the outermost regions and other remote or rural areas, strengthening social, economic and territorial cohesion between them***.		
Recital 10				
20	(10) National fleet based targets should be established on the basis of the total number of registered electric vehicles in that Member State following a common methodology that accounts for technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into account the different	(10) National fleet based targets should be established on the basis of the ~~total number~~***share*** of registered electric vehicles in that Member State***'s total vehicle fleet,*** following a common methodology that accounts for technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into	(10) National fleet based targets should be established on the basis of the total number of registered electric vehicles in that Member State following a common methodology that accounts for technological developments such as the increased driving range of electric vehicles or the increasing market penetration of fast-charging points which can recharge a greater number of vehicles per recharging point than at a normal recharging point. The methodology also has to take into account the different	

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	recharging patterns of battery electric and plug- in hybrid vehicles. A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible recharging infrastructure should allow flexibility for the implementation of different recharging technologies in Member States.	account the different recharging patterns of battery electric and plug- in hybrid vehicles***, as well as population and market shares of electric vehicles***. A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible recharging infrastructure should allow flexibility for the implementation of different recharging technologies in Member States. ***Furthermore, the Commission should assess how vehicles with integrated solar panels may impact the deployment of publicly accessible recharging infrastructure and, if appropriate, any consequential adjustment of the charging infrastructure deployment targets of this Regulation.***	recharging patterns of battery electric and plug- in hybrid vehicles. A methodology that norms national fleet based targets on the total maximum power output of the publicly accessible recharging infrastructure should allow flexibility for the implementation of different recharging technologies in Member States.	
Recital 11				
21	(11) Implementation in Member States should ensure that a sufficient number of publicly accessible recharging points is installed, in particular at public transport stations, such as port passenger terminals, airports or railway stations. A sufficient number of publicly accessible fast	(11) Implementation in Member States should ensure that a sufficient number of publicly accessible ***fixed, off-grid or mobile*** recharging points is installed ***in a manner that supports territorial balance and multimodal travelling, avoids regional disparities and ensures that no***	(11) Implementation in Member States should ensure that a sufficient number of publicly accessible recharging points is installed, in particular at public transport stations, such as port passenger terminals, airports or railway stations. A sufficient number of publicly accessible fast	

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	recharging points dedicated to light-duty vehicles should also be deployed to increase consumer convenience in particular across the TEN-T network to ensure full cross-border connectivity and allow electric vehicles to circulate throughout the Union.	***territory is left behind. Deployment is particularly important in residential areas with a lack of off-street parking and where vehicles typically park for extended periods of time, including taxi parking areas and~~, in particular~~*** at public transport stations, such as port passenger terminals, airports or railway stations. A sufficient number of publicly accessible fast recharging points dedicated to light-duty vehicles should also be deployed to increase consumer convenience in particular across the TEN-T network to ensure full cross-border connectivity and allow electric vehicles to circulate throughout the Union.	recharging points dedicated to light-duty vehicles should also be deployed to increase consumer convenience in particular across the TEN-T network to ensure full cross-border connectivity and allow electric vehicles to circulate throughout the Union. **The deployment of publicly accesible recharging infrastructure should primarily be the result of private market investment. However, Member States may, subject to Union law requirements on State aids, support the deployment of the necessary infrastructure in cases where market conditions require public support until a fully competitive market is established.**	
Recital 11a				
21a			**(11a) Depending on the specific circumstances in a Member State, the requirements to provide through publicly accessible recharging stations fixed total power outputs for each battery electric light-duty vehicle registered might no longer be justified in case it has adverse effects, by discouraging private investments, especially due to a risk of oversupply on the**	

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			medium term. This risk might be related to the fact that a high number of private recharging points has been installed and addresses the needs of the users or that the use rate of publicly accessible recharging stations is low compared to the initial assumptions, with the consequence that the total power output available through publicly accessible recharging stations has reached a disproportionately high level compared to the actual use of such stations. In that case, the Member State concerned should be able to request the authorisation to apply lower requirements than the ones laid down in this Regulation in terms of level of total power output or to cease to apply such requirements. The share of battery electric light-duty vehicles compared to the total fleet of ligh-duty vehicles registered in the territory of a Member State should have reached at least 20%. The Member State should duly justify its request.	
Recital 11a				

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21b		***(11a) The deployment of publicly accessible recharging infrastructure should primarily result from private market investment. However, until a competitive market has been established, Member States should support infrastructure deployment in cases where market conditions require public support, provided that such public support is in full compliance with State aid rules. Where relevant, Member States should also take into account that in certain portions of their territory, the demand for an adequate number of charging points might vary throughout the year, as it is the case in many touristic destinations. In such cases the possibility of deploying a temporary mobile off-grid charging infrastructure could offer added flexibility and facilitate meeting seasonal demand without requiring the installation of fixed infrastructure.***		
Recital 11b				
21c		***(11b) The Commission should review, if necessary, the targets set in this Regulation for electric recharging infrastructure***		

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		dedicated to light-duty and heavy-duty vehicles respectively, to ensure their compatibility with the requirements set in the Union Regulations on CO_2 emission performance standards for light-duty vehicles and for heavy-duty vehicles, respectively.		
Recital 11c				
21d		***(11c) 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 CO_2 emissions and air pollution.***		
Recital 12				
22	(12) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting	(12) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting	Moved to row 25c	

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	infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU of the European Parliament and of the Council[1], Member States should take into account the availability of such private infrastructure when planning the deployment of publicly accessible recharging points. _____ 1. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).	infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU of the European Parliament and of the Council[1], Member States should take into account the availability of such private infrastructure when planning the deployment of publicly accessible recharging points. _____ 1. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13). see also line 25c		
Recital 13				
23	(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost nowhere available in the Union. A combined approach of distance-based targets along the TEN-T network, targets for overnight recharging infrastructure and targets at urban nodes should ensure that a sufficient publicly accessible	(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost nowhere available in the Union ***and the deployment of infrastructure therefore needs to be accelerated***. A combined approach of distance-based targets along the TEN-T network, targets for overnight recharging infrastructure and	(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost nowhere available in the Union. A combined approach of distance-based targets along the TEN-T network, **with appropriate distinction between the TEN-T core network and the TEN-T comprehensive network,** targets for overnight recharging	

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	infrastructure coverage for electric heavy-duty vehicles is established throughout the Union to support the expected market uptake of battery electric heavy-duty vehicles.	targets at urban nodes should ensure that a sufficient publicly accessible infrastructure coverage for electric heavy-duty vehicles is established throughout the– Union to ***proactively*** support the ~~*expected market uptake*~~ ***market share increase*** of battery electric heavy-duty vehicles.	infrastructure and targets at urban nodes**, or in their vicinity,** should ensure that a sufficient publicly accessible infrastructure coverage for electric heavy-duty vehicles is established throughout the– Union to support the expected market uptake of battery electric heavy-duty vehicles.	
Recital 13a				
23a		***(13a) Therefore, an initial public investment in infrastructure for electric heavy-duty vehicles is needed, whereas any further infrastructure development beyond the one provided for in this Regulation should be conditional on their Union-wide, national and regional market share development and relevant traffic data.***		
Recital 14				
24	(14) A sufficient number of publicly accessible fast recharging points dedicated to heavy-duty vehicles should also be deployed along the TEN-T network to ensure full connectivity throughout the Union. That infrastructure should have sufficient power output to allow the recharge of the vehicle within the driver's legal break	(14) A sufficient number of publicly accessible fast recharging points dedicated to heavy-duty vehicles should also be deployed along the TEN-T network to ensure full connectivity throughout the Union. That infrastructure should have sufficient power output to allow the recharge of the vehicle within the driver's legal break	(14) A sufficient number of publicly accessible fast recharging points dedicated to heavy-duty vehicles should ~~also~~ be deployed along the TEN-T network to ensure full connectivity throughout the Union. That infrastructure should have sufficient power output to allow the recharge of the vehicle within the driver's legal break	

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	time. In addition to fast recharging points along the network, heavy-duty vehicles should also be able to use publicly accessible recharging infrastructure for overnight recharging along the main transport network to specifically support the electrification of the long haul sector.	time. In addition to fast recharging points along the network, heavy-duty vehicles should also be able to use publicly accessible recharging infrastructure for overnight recharging along the main transport network to specifically support the electrification of the long haul sector.	time. In ~~addition to fast~~ **order take into account the time needed for the planning, design and implementation of the** recharging ~~points along the network, heavy-duty vehicles should also be able to use~~ **infrastructure, which may include the extension or upgrading of the electricity grid in certain areas, land acquisition, environmental authorisations, and/or awarding of public contracts, and in order to adapt to the progressive uptake of electric heavy-duty vehicles, the** publicly accessible recharging infrastructure for ~~overnight recharging along the main transport network to specifically support the electrification of the long haul sector~~ **these vehicles should be deployed progressively starting from 2025 in view of covering the entire TEN-T network by 2030**.	
Recital 14a				
24a			**(14a) For the deployment of electric recharging infrastructure along the TEN-T road network, all electric recharging stations to be deployed along the TEN-T road network should be located on the TEN-T road or within 3 km**	

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			driving distance from the nearest exit of a TEN-T road.	
Recital 14b				
24b			**(14b) Some Member States are in the process of upgrading sections of the TEN-T network in order to meet the requirements laid down in Regulation (EU) 1315/2013[1]. When upgrading the network to meet the requirements laid down in Regulation (EU) 1315/2013, Member States should strive to ensure that the requirements for the deployment of recharging and refuelling infrastructure on the TEN-T network set out in this Regulation are implemented in a comprehensive manner to avoid stranded assets and in a way ensuring a coordinated implementation of both Regulations.** _____ **1. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).**	
Recital 14a				
24c		***(14a) New charging***		

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		infrastructure standards for heavy-duty vehicles are currently being developed. It is technically possible to ensure the upgradability of the physical connections and communication exchange protocols so that individual charging stations and charging points can be upgraded to a new standard at a later stage. Therefore, the Commission should consider increasing the individual power output of recharging stations at recharging pools as soon as the new common technical specifications are available.		
Recital 15				
25	(15) Recharging infrastructure along the TEN-T network should be complemented with fast publicly accessible recharging infrastructure in urban nodes. That infrastructure is required in particular for providing charging opportunities for delivery trucks and for destination charging for long haul trucks, whereas the national fleet-based target should provide recharging points for light-duty vehicles also in urban areas.	(15) Recharging infrastructure along the TEN-T network should be complemented with fast publicly accessible recharging infrastructure in urban nodes. That infrastructure is required in particular for providing charging opportunities for delivery trucks and for destination charging for long haul trucks, whereas the national fleet-based target should provide recharging points for light-duty vehicles also in urban areas.	(15) Recharging infrastructure along the TEN-T network should be complemented with fast publicly accessible recharging infrastructure in urban nodes**, or their vicinity**. That infrastructure is required in particular for providing charging opportunities for delivery trucks and for destination charging for long haul trucks, whereas the national fleet-based target should provide recharging points for light-duty vehicles also in urban areas. **In addition to fast recharging points**	

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			along the network and in urban nodes or in their vicinity, heavy-duty vehicles should also be able to use publicly accessible recharging infrastructure for overnight recharging along the main transport network to specifically support the electrification of the long-haul sector.	
Recital 15a				
25a			**(15a) In order to avoid investments that would be disproportionate compared to the traffic volumes along some TEN-T roads, Members States should be able to provide that one pool serves both directions of travel while meeting the other applicable requirements in terms of distance, power output and number of recharging points at the pools that are applicable for a single direction of travel or to reduce the total power output of the recharging pools dedicated to light-duty or heavy-duty vehicles located along TEN-T roads with low traffic volumes of respectively light-duty or heavy-duty vehicles and where the recharging infrastructure cannot be justified in socio-economic**	

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			cost-benefit terms. For the same purpose, Member States should also be able to allow a higher maximum distance between the publicly accessible recharging pools dedicated to light-duty or heavy-duty vehicles in the cases of roads of the TEN-T core network with very low traffic volumes.	
Recital 15a2				
25b			**(15a2) Given the insular geography of Cyprus, the absence of land connection with other Member States and the mainland and the limited extent of its TEN-T road network, the long-distance heavy-duty traffic circulating in that Member State is limited. In addition, given the limited daily mileage of electric heavy-duty vehicles in that Member State, their recharging needs will mostly be covered by overnight recharging capacities in private locations, such as depots. Cyprus would therefore be under disproportionate and unnecessary obligations if it had to ensure a minimum coverage of publicly accessible recharging pools dedicated to heavy-duty vehicles in its territory at the**	

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			same level as the one laid down by this Regulation in terms of total power output of pools located along the TEN-T network and maximum distance between those pools. Consequently, Cyprus should be able to submit to the Commission a reasoned request for the authorisation to apply lower requirements in that respect provided that such a request, if authorised, will not impede the circulation of electric heavy-duty vehicles in that Member State.	
Recital 15b				
25c	(12) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU of the European Parliament and of the Council[1], Member States should take into account the availability of such private infrastructure when planning the deployment of	(12) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU of the European Parliament and of the Council[1], Member States should take into account the availability of such private infrastructure when planning the deployment of	(~~12~~**15b**) Owners of electric vehicles should make use to a large extent of recharging points at their own premises or in collective parking lots in residential and non-residential buildings. While the deployment of ducting infrastructure and of recharging points in those buildings is regulated through Directive 2010/31/EU~~ of the European Parliament and of the Council~~[1], Member States should take into account the availability of such private infrastructure when planning the deployment of publicly accessible recharging	

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	publicly accessible recharging points. _____ 1. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13). Moved reference text	publicly accessible recharging points. _____ 1. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13). see also line 22	points. _____ 1. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13). Council suggests moving this recital, in order to have the recitals follow the logic of the articles Moved from row 22	
Recital 16				
26	(16) The deployment of recharging infrastructure is equally important in private locations, such as in private depots and at logistic centres to ensure overnight and destination charging. Public authorities should take measures in the context of setting up their revised national policy frameworks to ensure that the appropriate infrastructure is provided for that overnight and destination charging.	(16) The deployment of recharging infrastructure is equally important in private locations, such as in private depots and at logistic centres to ensure overnight and destination charging. Public authorities should take measures in the context of setting up their revised national policy frameworks to ensure that the appropriate infrastructure is provided for that overnight and destination charging.	(16) The deployment of recharging infrastructure **for heavy-duty vehicle** is equally important in private locations, such as in private depots and at logistic centres to ensure overnight and destination charging. Public authorities ~~should~~**may** take measures in the context of setting up their revised national policy frameworks to ensure that the appropriate infrastructure is provided for that overnight and destination charging.	
Recital 17				
27	(17) Publicly accessible recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that	(17) Publicly accessible recharging or refuelling points include, for example, privately owned recharging or refuelling points accessible to the public that	Moved to row 18c	

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	are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points.	are located on public or private properties, such as public parkings or parkings of supermarkets. A recharging or refuelling point located on a private property that is accessible to the general public should be considered as publicly accessible also in cases where access is restricted to a certain general group of users, for example to clients. Recharging or refuelling points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. Recharging or refuelling points located on private properties, access to which is restricted to a limited, determinate circle of persons, such as parking lots in office buildings to which only employees or authorised persons have access, should not be considered as publicly accessible recharging or refuelling points. see also line 18c		
Recital 17a				
27a		***(17a) In order to avoid any unintended consequences of this Regulation in discouraging the deployment of charging infrastructure for captive fleets***		

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		such as public transport, publicly accessible recharging stations partially dedicated to public transport fleets, can be counted towards the relevant targets set out in this Regulation. Recharging points for car-sharing schemes should only be considered accessible to the public if they explicitly allow access for third party users. see also line 18d		
Recital 17b				
27b		***(17b) With a view to increase consumer convenience, Member States should encourage operators of publicly accessible recharging or refuelling points to ensure that the opening hours and uptime of their services fully meet the needs of end users.*** see also line 18e		
Recital 18				
28	(18) A recharging station is the single physical installation for the recharging of electric vehicles. Every station has a theoretical maximum power output, expressed in kW. Every station has at least one recharging point that can serve	(18) A recharging station is the single physical installation for the recharging of electric vehicles. Every station has a theoretical maximum power output, expressed in kW. Every station has at least one recharging point that can serve	Moved to row 18b	

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	only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations.	only one vehicle at a time. The number of recharging points at a recharging station determine the number of vehicles that can be recharged at that station at any given time. Where more than one vehicle recharges at that recharging station at a given time, the maximum power output is distributed to the different recharging points, such that the power provided at each individual recharging point is lower than the power output of that station. A recharging pool consists of one or more recharging stations at a specific location, including, as the case may be, the dedicated parking lots adjacent to them. For the targets set in this Regulation for recharging pools, the minimum power output required for those recharging pools could be provided by one or more recharging stations. see also line 18b		
Recital 19				
29	(19) The possibility to develop advanced digital services, including contract-based payment solutions, and to ensure transparent user information by digital means depends on the deployment of	(19) The possibility to develop advanced digital services, including contract-based payment solutions, and to ensure transparent user information by digital means depends on the deployment of	(19) The possibility to develop advanced digital services, including contract-based payment solutions, and to ensure transparent user information by digital means depends on the deployment of	

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	digitally connected and smart recharging points that support the creation of a digitally connected and interoperable infrastructure[1]. Those smart recharging points should comprise a set of physical attributes and technical specifications (hardware and software) that are necessary to send and receive data in real time, enabling the flow of information between market actors that are dependent on these data for fully developing the recharging experience, including charging point operators, mobility service providers, e-roaming platforms, distribution systems operators and, ultimately, end consumers. _____ 1. In line with the principles laid down in the European Interoperability Framework – Implementation Strategy, COM/2017/0134 final.	digitally connected and smart recharging points that support the creation of a digitally connected and interoperable infrastructure[1]. Those smart recharging points should comprise a set of physical attributes and technical specifications (hardware and software) that are necessary to send and receive data in real time, enabling the flow of information between market actors that are dependent on these data for fully developing the recharging experience, including charging point operators, mobility service providers, e-roaming platforms, distribution systems operators and, ultimately, end consumers. _____ 1. In line with the principles laid down in the European Interoperability Framework – Implementation Strategy, COM/2017/0134 final.	digitally connected and smart recharging points that support the creation of a digitally connected and interoperable infrastructure[1]. Those smart recharging points should comprise a set of physical attributes and technical specifications (hardware and software) that are necessary to send and receive data ~~in real time~~**dynamically**, enabling the flow of information between market actors that are dependent on these data for fully developing the recharging experience, including charging point operators, mobility service providers, e-roaming platforms, distribution systems operators and, ultimately, end consumers. _____ 1. In line with the principles laid down in the European Interoperability Framework – Implementation Strategy, COM/2017/0134 final.	
Recital 20				
30	(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council[1] enable real-time data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of	(20) Smart metering systems as defined in Directive (EU) 2019/944 of the European Parliament and of the Council[1] enable real-time data to be produced, which is needed to ensure the stability of the grid and to encourage rational use of	(20) Smart metering systems as defined in Directive (EU) 2019/944 ~~of the European Parliament and of the Council~~[1] enable ~~real-time~~**dynamic** data to be produced, which is needed to ensure the stability of the grid and to	

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	recharging services. By providing energy metering in real time and accurate and transparent information on the cost, they encourage, in combination with smart recharging points, recharging at times of low general electricity demand and low energy prices. The use of smart metering systems in combination with smart recharging points can optimise recharging, with benefits for the electricity system and for the end user. Member States should encourage the use of smart metering system for the recharging of electric vehicles at publicly accessible recharging stations, where technically feasible and economically reasonable, and ensure that these systems comply with the requirements laid down in Article 20 of Directive (EU) 2019/444. _____ 1. Directive (EU) 2019/944 of the European Parliament and of the Council of 5 June 2019 on common rules for the internal market for electricity and amending Directive 2012/27/EU (OJ L 158, 14.6.2019, p. 125).	recharging services. By providing energy metering in real time and accurate and transparent information on the cost, they encourage, in combination with smart recharging points, recharging at times of low general electricity demand and low energy prices. The use of smart metering systems in combination with smart recharging points can optimise recharging, with benefits for the electricity system and for the end user. Member States should encourage the use of smart metering system for the recharging of electric vehicles at publicly accessible recharging stations, where technically feasible ~~*and economically reasonable*~~, and ensure that these systems comply with the requirements laid down in Article 20 of Directive (EU) 2019/444. _____ 1. Directive (EU) 2019/944 of the European Parliament and of the Council of 5 June 2019 on common rules for the internal market for electricity and amending Directive 2012/27/EU (OJ L 158, 14.6.2019, p. 125).	encourage rational use of recharging services. By providing **dynamic** energy metering ~~in real time~~ and accurate and transparent information on the cost, they encourage, in combination with smart recharging points, recharging at times of low general electricity demand and low energy prices. The use of smart metering systems in combination with smart recharging points can optimise recharging, with benefits for the electricity system and for the end user. Member States should encourage the use of smart metering system for the recharging of electric vehicles at publicly accessible recharging stations, where technically feasible and economically reasonable, and ensure that these systems comply with the requirements laid down in Article 20 of Directive (EU) 2019/444. _____ 1. Directive (EU) 2019/944 of the European Parliament and of the Council of 5 June 2019 on common rules for the internal market for electricity and amending Directive 2012/27/EU (OJ L 158, 14.6.2019, p. 125).	
Recital 21				
31	(21) The increasing number of	(21) The increasing number of	(21) The increasing number of	

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	electric vehicles in road, rail, maritime and other transport modes will require that recharging operations are optimised and managed in a way that does not cause congestion and takes full advantage of the availability of renewable electricity and low electricity prices in the system. Smart recharging in particular can facilitate the integration of electric vehicles into the electricity system further as it enables demand response through aggregation and through price based demand response. System integration can further be facilitated through bi-directional recharging (vehicle-to-grid). All normal recharging points at which vehicles are typically parked for a longer period should therefore support smart recharging.	electric vehicles in road, rail, maritime and other transport modes will require that recharging operations are optimised and managed in a way that does not cause congestion and takes full advantage of the availability of renewable electricity and low electricity prices in the system. Smart recharging ***points, as well as off-grid recharging points,*** in particular**,** can facilitate the integration of electric vehicles into the electricity system ~~*further*~~***and reduce the impact of electric vehicles on the electricity distribution network,*** as it enables demand response through aggregation and through price based demand response. System integration can further be facilitated through bi-directional recharging (vehicle-to-grid). All ~~*normal*~~ recharging points ~~*at which vehicles are typically parked for a longer period*~~ should therefore support smart recharging.	electric vehicles in road, rail, maritime and other transport modes will require that recharging operations are optimised and managed in a way that does not cause congestion and takes full advantage of the availability of renewable electricity and low electricity prices in the system. Smart recharging in particular can facilitate the integration of electric vehicles into the electricity system further as it enables demand response through aggregation and through price based demand response. System integration can further be facilitated through bi-directional recharging (vehicle-to-grid). All normal recharging points **built or renovated after the date of application of this Regulation** at which vehicles are typically parked for a longer period should therefore support smart recharging.	
Recital 21a				
31a		***(21a) Bidirectional charging at both private and publicly accessible infrastructure could encourage people to purchase electric vehicles, as they can then***		

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		be used for mobility as well as energy storage. Therefore, legislative hurdles such as double taxation should be prevented in order to further develop the business case of bidirectional charging and a sufficient number of private and publicly accessible charging stations should be made available for smart, bidirectional charging.		
Recital 21b				
31b		***(21b) To ensure that the swift transformation towards e-mobility takes place in a sustainable way, the Union should take a global leadership role in sustainable products, technologies, services and innovations in particular concerning a circular, socially fair, environmentally responsible, and sustainable battery value chain, including job security and sustainability in the transition to zero and low emission road, maritime and air transport sector.***		
Recital 22				
32	(22) The development of infrastructure for electric vehicles, the interaction of that infrastructure with the electricity system, and the rights and responsibilities assigned	(22) The development of ***on-grid and off-grid*** infrastructure for electric vehicles, the interaction of that infrastructure with the electricity system, and the rights	(22) The development of infrastructure for electric vehicles, the interaction of that infrastructure with the electricity system, and the rights and responsibilities assigned	

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	to the different actors in the electric mobility market, have to be consistent with the principles established under Directive (EU) 2019/944. In that sense, distribution system operators should cooperate on a non-discriminatory basis with any person establishing or operating publicly accessible recharging points and Member States should ensure that the electricity supply for a recharging point can be the subject of a contract with a supplier other than the entity supplying electricity to the household or premises where this recharging point is located. The access of Union electricity suppliers to recharging points should be without prejudice to the derogations under Article 66 of Directive (EU) 2019/944.	and responsibilities assigned to the different actors in the electric mobility market, have to be consistent with the principles established under Directive (EU) 2019/944. In that sense, distribution system operators should cooperate on a non-discriminatory basis with any person establishing or operating publicly accessible recharging points and Member States should ensure that the electricity supply for a recharging point can be the subject of a contract with a supplier other than the entity supplying electricity to the household or premises where this recharging point is located. The access of Union electricity suppliers to recharging points should be without prejudice to the derogations under Article 66 of Directive (EU) 2019/944.	to the different actors in the electric mobility market, have to be consistent with the principles established under Directive (EU) 2019/944. In that sense, distribution system operators should cooperate on a non-discriminatory basis with any person establishing or operating publicly accessible recharging points~~ and Member States should ensure that the electricity supply for a recharging point can be the subject of a contract with a supplier other than the entity supplying electricity to the household or premises where this recharging point is located~~. The access of Union electricity suppliers to recharging points should be without prejudice to the derogations under Article 66 of Directive (EU) 2019/944.	
Recital 23				
33	(23) The establishment and operation of recharging points for electric vehicles should be developed as a competitive market with open access to all parties interested in rolling-out or operating recharging infrastructures. In view of the	(23) The establishment and operation of recharging points for electric vehicles should be developed as a competitive market with open access to all parties interested in rolling-out or operating recharging infrastructures. ***Therefore,***	(23) The establishment and operation of recharging points for electric vehicles should be developed as a competitive market with open access to all parties interested in rolling-out or operating recharging infrastructures. In view of the	

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	limited alternative locations on highways, existing highway concessions such as for conventional refuelling stations or rest areas are a particular cause for concern, since they can run over very long periods and sometimes even lack a specified end date altogether. Member States should seek, to the extent possible and in compliance with Directive (EU) 2014/23 of the European Parliament and of the Council[1], to competitively award new concessions specifically for recharging stations on or adjacent to existing highway rest areas in order to limit deployment cost and enable new market entrants. _____ 1. Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).	***Member States should prevent the emergence of dominant operators of charging infrastructure during the infrastructure development phase. Regional and local authorities support this objective by designating areas for competing operators.*** In view of the limited alternative locations ***for charging operators*** on highways, existing highway concessions such as for conventional refuelling stations or rest areas are a particular cause for concern, since they can run over very long periods and sometimes even lack a specified end date altogether. Member States should seek, to the extent possible and in compliance with Directive (EU) 2014/23 of the European Parliament and of the Council[1], to competitively award new concessions specifically for recharging stations on or adjacent to existing highway rest areas in order to ***prevent encroaching onto green spaces and to*** limit deployment cost and enable new market entrants. ***The possibility of setting up recharging points of competing operators at a highway rest area can also be considered.*** _____ 1. Directive 2014/23/EU of the European	limited alternative locations on highways, existing highway concessions such as for conventional refuelling stations or rest areas are a particular cause for concern, since they can run over very long periods and sometimes even lack a specified end date altogether. Member States should seek, to the extent possible and in compliance with Directive (EU) 2014/23~~ of the European Parliament and of the Council~~[1], to competitively award new concessions specifically for recharging stations on or adjacent to existing highway rest areas in order to limit deployment cost and enable new market entrants. _____ 1. Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).	

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		Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).		
Recital 23a				
33a		***(23a) There is a wide range of funding sources available for Member States to support the deployment of alternative fuels infrastructure, in particular the Recovery and Resilience Facility established by Regulation (EU) 2021/241[1], the Commission's Technical Support Instrument established by Regulation (EU) 2021/240[2], the Connecting Europe Facility established by Regulation (EU) 2021/1153[3] and Horizon Europe partnerships and missions, in particular the proposed Mission on Climate Neutral and Smart Cities, which aims to make 100 cities climate neutral by 2030. In addition, the European Regional Development Fund and the Cohesion Fund established by Regulation (EU) 2021/1058[4] are available to support investment in research, innovation and deployment, in particular in the less developed Member States and regions and the Invest EU programme, through its Sustainable***		

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		Infrastructure window, can bolster future-proof investment across the European Union, help mobilise private investment and provide advisory services to project promoters and operators working in sustainable infrastructure and mobile assets. In recent years, the EIB Group has also ramped up its support to accelerate newer technologies such as e-mobility and digitalisation under the Cleaner Transport Facility, and the EIB is expected to continue providing a range of financing structures to help accelerate the deployment. Member States should tap into these financing possibilities, in particular to support public transport and active transport solutions and to finance measures designed to support citizens in energy and mobility poverty. _____ ***1. Regulation (EU) 2021/241 of the European Parliament and of the Council of 12 February 2021 establishing the Recovery and Resilience Facility (OJ L 57, 18.2.2021, p. 17).*** ***2. Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument (OJ L 57, 18.2.2021, p. 1).***		

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		3. Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38). 4. Regulation (EU) 2021/1058 of the European Parliament and of the Council of 24 June 2021 on the European Regional Development Fund and on the Cohesion Fund (OJ L 231, 30.6.2021, p. 60).		
Recital 24				
34	(24) Price transparency is crucial to ensure seamless and easy recharging and refuelling. Users of alternative fuel vehicles should be given accurate price information before the start of the recharging or refuelling service. The price should be communicated in a clearly structured manner to allow end users to identify the different cost components.	(24) Price transparency ***and affordability*** is crucial to ensure seamless and easy recharging and refuelling. Users of alternative fuel vehicles should– be given accurate price information before the start of the recharging or refuelling service. The price should be communicated in a clearly structured manner***, displaying, when applicable, the cost per kWh or per kg,*** to allow end users to identify***, and to anticipate, the total cost of the recharging or refuelling operation*** ~~*the different cost components*~~.	(24) Price transparency is crucial to ensure seamless and easy recharging and refuelling. Users of alternative fuel vehicles should– be given accurate price information before the start of the recharging or refuelling service. The price should be communicated in a clearly structured manner to allow end users to identify the different **price components charged by the operator to calculate the price of a recharging session and anticipate the total cost. This requirement should be without prejudice to the right of Member States to determine the applicable unit price of the electricity recharged from a charging station in accordance with Directive 98/6/EC** ~~cost components~~.	

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Recital 24a				
34a		***(24a) The uptake of battery-electric and hydrogen vehicles will lead to a substantial change in recharging patterns which makes information on the availability of electric recharging points and refuelling stations essential for a seamless travel within the EU. To optimise the efficiency of both journey planning and recharging or refuelling, drivers should be given comprehensive information on the availability of specific recharging and refuelling points and expected waiting times. Therefore, Member States should encourage operators to offer information systems for end users. Such systems should be precise, user-friendly and operable in the official language(s) of the Member State and in English.***		
Recital 25				
35	(25) New services emerge, particularly in support of the use of electric vehicles. Entities offering those services, such as mobility service providers, should be able to operate under fair market conditions. In particular, operators of recharging points should not	(25) New services emerge, particularly in support of the use of electric vehicles. Entities offering those services, such as mobility service providers, should be able to operate under fair market conditions. In particular, operators of recharging points should not	(25) New services emerge, ~~particularly~~ in support of the use of electric vehicles **and offer a basis for the development of grid integration services. Incentives provided by Member states as well as binding measures such as mandatory roaming capability**	

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	give unduly preferential treatment to any of those service providers, for instance through unjustified price differentiation that may impede competition and ultimately lead to higher prices for consumers. The Commission should monitor the development of the recharging market. When reviewing the Regulation, the Commission will take actions where required by market developments such as limitations of services for end users or business practices that may limit competition.	give unduly preferential treatment to any of those service providers, for instance through unjustified price differentiation that may impede competition and ultimately lead to higher prices for consumers. ***National regulatory authorities and*** the Commission should monitor the development of the recharging market. ***At the latest*** when reviewing the Regulation, the Commission will take actions where required by market developments such as limitations of services for end users or business practices that may limit competition.	**on designated recharging points have played a significant role in the development of such services**. Entities offering those services, such as mobility service providers, should be able to operate under fair market conditions. In particular, operators of recharging points should not give unduly preferential treatment to any of those service providers, for instance through unjustified price differentiation that may impede competition and ultimately lead to higher prices for consumers. The Commission should monitor the development of the recharging market. When reviewing the Regulation, the Commission will take actions where required by market developments such as limitations of services for end users or business practices that may limit competition.	
Recital 26				
36	(26) Hydrogen-powered motor vehicles have at present very low market penetration rates. However, a build-up of sufficient hydrogen refuelling infrastructure is essential in order to make large-scale hydrogen-powered motor vehicle deployment possible as envisaged	(26) Hydrogen-powered motor vehicles have at present very low market penetration rates. However, a build-up of sufficient hydrogen refuelling infrastructure is essential in order to make large-scale hydrogen-powered motor vehicle deployment possible as envisaged	(26) Hydrogen-powered motor vehicles have at present very low market penetration rates. However, a build-up of sufficient hydrogen refuelling infrastructure is essential in order to make large-scale hydrogen-powered motor vehicle deployment possible as envisaged	

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	in the Commission's hydrogen strategy for a climate-neutral Europe[1]. Currently, hydrogen refuelling points are only deployed in a few Member States and are largely not suitable for heavy-duty vehicles, not allowing for a circulation of hydrogen vehicles across the Union. Mandatory deployment targets for publicly accessible hydrogen refuelling points should ensure that a sufficiently dense network of hydrogen refuelling points is deployed across the TEN-T core network to allow for the seamless travel of hydrogen fuelled light-duty and heavy-duty vehicles throughout the Union. _____ 1. COM(2020) 301 final.	in the Commission's hydrogen strategy for a climate-neutral Europe[1]. Currently, hydrogen refuelling points are only deployed in a few Member States and are largely not suitable for heavy-duty vehicles, not allowing for a circulation of hydrogen vehicles across the Union. Mandatory deployment targets for publicly accessible hydrogen refuelling points should ensure that a sufficiently dense network of hydrogen refuelling points is deployed across the TEN-T core network to allow for the seamless travel of hydrogen fuelled light-duty***, heavy-duty vehicles and long-distance collective passenger transport*** ~~*and heavy-duty vehicles*~~ throughout the Union. _____ 1. COM(2020) 301 final.	in the Commission's hydrogen strategy for a climate-neutral Europe[1]. Currently, hydrogen refuelling points are only deployed in a few Member States and are largely not suitable for heavy-duty vehicles, not allowing for a circulation of hydrogen vehicles across the Union. Mandatory deployment targets for publicly accessible hydrogen refuelling points should ensure that a sufficiently dense network of hydrogen refuelling points is deployed across the TEN-T core network to allow for the seamless travel of hydrogen fuelled light-duty and heavy-duty vehicles throughout the Union. **For the deployment and location of hydrogen refuelling infrastructure along the TEN-T network, all hydrogen refuelling stations to be deployed along the TEN-T road network should be located on the TEN-T road or within 10 km driving distance from the nearest exit of a TEN-T road.** _____ 1. COM(2020) 301 final.	
Recital 27				
37	(27) Hydrogen fuelled vehicles	(27) Hydrogen fuelled vehicles	(27) **To ensure that** hydrogen	

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	should be able to refuel at or close to the destination, which is usually located in an urban area. To ensure that publicly accessible destination refuelling is possible at least in the main urban areas, all urban nodes as defined in Regulation (EU) No 1315/2013 of the European Parliament and of the Council[1] should provide such refuelling stations. Within the urban nodes, public authorities should consider to deploy the stations within multimodal freight centres as those are not only the typical destination for heavy-duty vehicles but could also serve hydrogen to other transport modes, such as rail and inland shipping. _____ 1. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).	should be able to refuel at or close to the destination, which is usually located in an urban area. To ensure that publicly accessible destination refuelling is possible at least in the main urban areas, all urban nodes as defined in Regulation (EU) No 1315/2013 of the European Parliament and of the Council[1] should provide such refuelling stations. Within the urban nodes, public authorities should consider to deploy the stations within multimodal freight centres as those are not only the typical destination for heavy-duty vehicles but could also serve hydrogen to other transport modes, such as rail**,** ***inland shipping and long-distance collective passenger transport*** ~~*and inland shipping*~~. _____ 1. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).	fuelled vehicles ~~should be~~**are** able to refuel at or close to the destination, which is usually located in an urban area~~. To ensure that publicly accessible destination~~**, Member States should analyse the best location for** refuelling ~~is possible at least in the main urban areas, all~~**stations and, in that context, consider the deployment of such stationsin** urban nodes**,** as defined in Regulation (EU) No 1315/2013~~ of the European Parliament and of the Council[1] should provide such refuelling stations. Within the urban nodes, public authorities should consider to deploy the stations within~~**[1], or their vicinity, or in** multimodal ~~freight centres~~**hubs** as those are not only the typical destination for heavy-duty vehicles but could also serve hydrogen to other transport modes, such as rail and inland shipping. _____ 1. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).	
Recital 28				

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38	(28) At the early stage of market deployment there is still a degree of uncertainty with regard to the kind of vehicles that will come into the market and to the kind of technologies that are going to be widely used. As outlined in the Commission's communication 'A hydrogen strategy for a climate-neutral Europe'[1] the heavy-duty segment was identified as the most likely segment for the early mass deployment of hydrogen vehicles. Therefore, hydrogen refuelling infrastructure should preliminarily focus on that segment while also allowing light-duty vehicles to fuel at publicly accessible hydrogen refuelling stations. To ensure interoperability, all publicly accessible hydrogen stations should at least serve gaseous hydrogen at 700 bar. The infrastructure roll out should also take into account the emergence of new technologies, such as liquid hydrogen, that allow a larger range for heavy-duty vehicles and are the preferred technology choice of some vehicle manufacturers. To that end, a minimum number of hydrogen refuelling stations should serve also liquid hydrogen in	(28) At the early stage of market deployment there is still ~~*a degree of*~~ uncertainty with regard to the kind of vehicles that will come into the market and to the kind of technologies that are going to be widely used. As outlined in the Commission's communication 'A hydrogen strategy for a climate-neutral Europe'[1] the heavy-duty segment was identified as the most likely segment for the early mass deployment of hydrogen vehicles. Therefore, hydrogen refuelling infrastructure should preliminarily focus on that segment while also allowing light-duty vehicles to fuel at publicly accessible hydrogen refuelling stations. To ensure interoperability, all publicly accessible hydrogen stations should at least serve gaseous hydrogen at 700 bar. The infrastructure roll out should also take into account the emergence of new technologies, such as liquid hydrogen, that allow a larger range for heavy-duty vehicles and are the preferred technology choice of some vehicle manufacturers. To that end, a minimum number of hydrogen refuelling stations should serve also liquid hydrogen in	(28) At the early stage of market deployment there is still a degree of uncertainty with regard to the kind of vehicles that will come into the market and to the kind of technologies that are going to be widely used. As outlined in the Commission's communication 'A hydrogen strategy for a climate-neutral Europe'[1] the heavy-duty segment was identified as the most likely segment for the early mass deployment of hydrogen vehicles. Therefore, hydrogen refuelling infrastructure should preliminarily focus on that segment while also allowing light-duty vehicles to fuel at publicly accessible hydrogen refuelling stations. To ensure interoperability, all publicly accessible hydrogen stations should at least serve gaseous hydrogen at 700 bar. The infrastructure roll out should also take into account the emergence of new technologies, such as liquid hydrogen, that allow a larger range for heavy-duty vehicles and are the preferred technology choice of some vehicle manufacturers. ~~To that end, a minimum number of hydrogen refuelling stations should serve also liquid hydrogen in~~	

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	addition to gaseous hydrogen at 700 bar. _____ 1. COM(2020) 301 final	addition to gaseous hydrogen at 700 bar. _____ 1. COM(2020) 301 final	~~addition to gaseous hydrogen at 700 bar.~~ _____ 1. COM(2020) 301 final	
Recital 28a				
38a		***(28a) It is important to support the effective rollout in Member States of the hydrogen refuelling infrastructure that is foreseen. This will require coordination amongst all stakeholders, including by European, national, and regional institutions, trade unions, and the industry. Initiatives, such as the Clean Hydrogen Joint Undertaking, set up by Council Regulation (EU) 2021/2085, should also be used with a view to facilitating and leveraging private funding so that it reaches the relevant targets identified in this Regulation.***		
Recital 29				
39	(29) A number of LNG refuelling points are established in the Union, already providing a backbone for the circulation of LNG driven heavy-duty vehicles. The TEN-T core network should remain the basis for the deployment of LNG infrastructure, and progressively for bio-LNG, as it covers the main	(29) A number of LNG refuelling points are established in the Union, already providing a backbone for the circulation of LNG driven heavy-duty vehicles. The TEN-T core network should remain the basis for the deployment of LNG infrastructure, and progressively for bio-LNG, as it covers the main	(29) A number of ~~LNG~~**liquefied methane** refuelling points are established in the Union, already providing a backbone for the circulation of ~~LNG~~**liquefied methane** driven heavy-duty vehicles. The TEN-T core network should remain the basis for the deployment of ~~LNG~~**liquefied**	(29) A number of liquefied methane refuelling points are established in the Union, already providing a backbone for the circulation of liquefied methane driven heavy-duty vehicles. The TEN-T core network should remain the basis for the deployment of liquefied methane

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	traffic flows and allows cross border connectivity throughout the Union. It had been recommended in Directive 2014/94/EU that such refuelling points be installed every 400 km on the TEN-T core network, but certain limited gaps in the network remain to reach that objective. Member States should by 2025 reach that objective and fill the remaining gaps, after which the target should cease to apply.	traffic flows and allows cross border connectivity throughout the Union. It had been recommended in Directive 2014/94/EU that such refuelling points be installed every 400 km on the TEN-T core network, but certain limited gaps in the network remain to reach that objective. Member States should by 2025 reach that objective and fill the remaining gaps, after which the target should cease to apply.	**methane** infrastructure, and progressively for ~~bio-LNG~~**liquefied bio-methane**, as it covers the main traffic flows and allows cross border connectivity throughout the Union. It had been recommended in Directive 2014/94/EU that such refuelling points be installed every 400 km on the TEN-T core network, but certain limited gaps in the network remain to reach that objective. Member States should by 2025 reach that objective and fill the remaining gaps, after which the target should cease to apply.	infrastructure, and progressively for liquefied bio-methane, as it covers the main traffic flows and allows cross border connectivity throughout the Union. It had been recommended in Directive 2014/94/EU that such refuelling points be installed every 400 km on the TEN-T core network, but certain limited gaps in the network remain to reach that objective. Member States should by 2025 reach that objective and fill the remaining gaps, after which the target should cease to apply.
Recital 30				
40	(30) Users of alternative fuel vehicles should be able to pay easily and conveniently at all publicly accessible recharging and refuelling points, without the need to enter into a contract with the operator of the recharging or refuelling point or a mobility service provider. Therefore, for recharging or refuelling on an ad hoc basis, all publicly accessible recharging and refuelling points should accept payment instruments that are widely used in the Union, and in particular electronic payments through terminals and	(30) Users of alternative fuel vehicles should be able to pay easily and conveniently at all publicly accessible recharging and refuelling points, without the need to enter into a contract with the operator of the recharging or refuelling point or a mobility service provider. Therefore, for recharging or refuelling on an ad hoc basis, all publicly accessible recharging and refuelling points should accept ***electronic card*** payment ~~*instruments that are widely used in the Union, and in particular electronic payments*~~	(30) Users of alternative fuel vehicles should be able to **recharge or refuel on an ad hoc basis and** pay easily and conveniently at all publicly accessible recharging and refuelling points, without the need to enter into a contract with the operator of the recharging or refuelling point or a mobility service provider. Therefore, for recharging or refuelling on an ad hoc basis, all publicly accessible recharging and refuelling points should accept payment instruments that are widely used in the Union,	

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	devices used for payment services. That ad hoc payment method should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point.	~~*through terminals and devices used for payment services*~~***or devices with a contactless functionality that is at least able to read payment cards, and if possible also additional payment instruments that are widely used in the Union***. That ad hoc payment method should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point. ***In order to guarantee consumer friendly and seamless payments at charging and refuelling stations, the Commission should be encouraged to amend Directive (EU) 2015/2366 to guarantee that contactless payment by card is possible at charging and refuelling stations.***	and in particular electronic payments through terminals and devices used for payment services. **The application in time of that obligation should be deferred for those infrastructures deployed before this Regulation starts to apply.** That ad hoc payment method should always be available to consumers, even when contract-based payments are offered at the recharging or refuelling point.	
Recital 30a				
40a		***(30a) To ensure that recharging infrastructure is used efficiently and improves reliability and consumer confidence in e-mobility, it is essential to ensure that the use of publicly accessible recharging stations are accessible to all users, regardless of the automobile brand, in a user friendly and non-discriminatory way.***		

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Recital 31				
41	(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. In principle, the location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be used by as much of the public as possible, in particular by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or screen of the recharging station are at an appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility requirements in Annexes I and III to Directive 2019/882[1] should be applicable to recharging and refuelling infrastructure.	(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. ~~*In principle,*~~ The location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be ~~*used by as much*~~***accessible and user-friendly for all*** of the public ~~*as possible*~~, in particular by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or screen of the recharging station are at an appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility requirements in Annexes I and III to Directive 2019/882[1] should be applicable to	(31) Transport infrastructure should allow seamless mobility and accessibility for all users, including persons with disabilities and older persons. In principle, the location of all recharging and refuelling stations as well as the recharging and refuelling stations themselves should be designed in such a way that they can be used by as much of the public as possible, in particular by older persons, persons with reduced mobility and persons with disabilities. This should include for example providing sufficient space around the parking lot, ensuring that the recharging station is not installed on a kerbed surface, ensuring that the buttons or screen of the recharging station are at an appropriate height and the weight of the recharging and refuelling cables is such that persons with limited strength can handle them with ease. In addition the user interface of the related recharging stations should be accessible. In that sense, the accessibility requirements in ~~Annexes I and III to~~ Directive 2019/882[1] should be applicable to recharging and refuelling infrastructure.	

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	_____ 1. Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70).	recharging and refuelling infrastructure. _____ 1. Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70).	_____ 1. Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70).	
Recital 32				
42	(32) Shore-side electricity facilities can serve maritime and inland waterway transport as clean power supply and contribute to reducing the environmental impact of seagoing ships and inland waterway vessels. Under the FuelEU maritime initiative, ship operators of container and passenger ships need to comply with provisions to reduce emissions at berth. Mandatory deployment targets should ensure that the sector finds sufficient shore-side electricity supply in TEN-T core and comprehensive maritime ports to comply with those requirements. The application of these targets to all TEN-T maritime ports should ensure the level playing field between ports.	(32) Shore-side electricity facilities***, either fixed or mobile,*** can serve maritime and inland waterway transport as clean power supply and contribute to reducing the environmental impact of seagoing ships and inland waterway vessels. ***The public health and climate benefits of using onshore-power supply over other options are prominent in terms of air quality for urban areas surrounding ports.*** Under the FuelEU maritime initiative, ship operators of container and passenger ships need to comply with provisions to reduce emissions at berth. Mandatory deployment targets should ensure that the sector finds sufficient shore-side electricity supply in TEN-T core and comprehensive maritime ports to comply with those requirements. ***As there are***	(32) Shore-side electricity facilities can serve maritime and inland waterway transport as clean power supply and contribute to reducing the environmental impact of seagoing ships and inland waterway vessels. Under the FuelEU Maritime initiative, ship operators of container and passenger ships need to comply with provisions to reduce emissions **while moored at the quayside**~~at berth~~. Mandatory deployment targets should ensure that the sector finds sufficient shore-side electricity supply **for ships that are moored at the quayside** in TEN-T core and comprehensive maritime ports to comply with those requirements. **Therefore, this Regulation lays down clear shore-side electricity infrastructure deployment targets in TEN-T ports.**	(32) Shore-side electricity facilities can serve maritime and inland waterway transport as clean power supply and contribute to reducing the environmental impact of seagoing ships and inland waterway vessels. ***The public health and climate benefits of using shore-side electricity supply over other options are prominent in terms of air quality for urban areas surrounding ports.*** Under the FuelEU Maritime initiative, ship operators of container and passenger ships need to comply with provisions to reduce emissions while moored at the quayside. Mandatory deployment targets should ensure that the sector finds sufficient shore-side electricity supply for ships that are moored at the quayside in TEN-T core and comprehensive maritime ports to comply with those

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		diverse governance frameworks regulating maritime ports in the Union, Member States may decide that the infrastructure is deployed in the relevant terminals with the highest amount of port calls for each individual ship type, in order to reach those targets. The application of these targets to all TEN-T maritime ports should ensure the level playing field between ports. ***Given the costs and complexity related to the roll-out of shore-side electricity in maritime ports, it is essential to prioritise investments within ports and, where relevant, between terminals, where they make the most sense in terms of utilisation, economic viability, reductions of greenhouse gas emissions and air pollution, and grid capacity.***	**Considering the fact that Member States have different governance models for ports, Member States may decide that the infrastructure is deployed within their ports in the different terminals according to the needs, in order to reach those targets. It is important that the deployment within ports, and where relevant** ~~The application of these targets to all TEN-T maritime ports should ensure the level playing field~~ between ~~ports~~ **terminals, be there where the maximum return of investment and occupancy rate result in the highest environmental benefits (greenhouse gasses and air pollution reductions)**.	requirements. Therefore, this Regulation lays down clear shore-side electricity infrastructure deployment targets in TEN-T ports. Considering the fact that Member States have different governance models for ports, Member States may decide that the infrastructure is deployed within their ports in the different terminals according to the needs, in order to reach those targets. It is important that the deployment within ports, and where relevant between terminals, be there where the maximum return of investment and occupancy rate result in the highest environmental benefits ~~(~~***in terms of*** greenhouse gasses and air pollution reductions~~)~~.
Recital 32a				
42a		***(32a) Member States should take all necessary steps to ensure sufficient frequency conversion, power reserve and that the electricity grid is sufficiently extended, in connectivity and capacity, to ensure that enough shore-side electricity supply is provided to meet the power***		See alternative wording in recital 37(a) new – line 47a, linked to the wording proposed in Article 14(3) – line 272

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		demands resulting from the provision of shore-side electricity in ports, as required in this Regulation. To ensure continuity, Member States should upgrade and maintain the grid so that it is able to handle present and future increased demand of shore-side electricity services in ports. In case it is impossible to supply sufficient shore-side electricity due to weak capacity in the local grid connecting to the port, this should be rectified by the Member State and not be considered as a failure by the port nor of the ship owner or operator to comply with the requirements of this Regulation, as long as the insufficient local grid capacity is duly attested by the grid manager.		
Recital 32b				
42b		***(32b) The development and deployment of alternative fuels for the maritime sector requires a coordinated approach to match supply and demand and avoid stranded assets. Therefore, all relevant public and private actors should be involved in the roll-out of alternative fuels and notably of shore-side electricity, including***		***(32b) The planning, development and deployment of alternative fuels for the maritime sector requires a coordinated approach to match supply and demand and avoid stranded assets. Therefore, all relevant public and private stakeholders on both the ship side and port side should coordinate about shore-side electricity supply***

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		but not limited to relevant authorities at local, regional and national level, port authorities, terminal operators, grid operators, onshore power supply operators, ship-owners and other relevant maritime market actors.		***for seagoing ships to allow for smooth operations on an everyday basis*** Includes text from recital (34c) - line 44c
Recital 32c				
42c		***(32c) In order to ensure a coherent legislative framework for the use and deployment of alternative fuels, this Regulation should be aligned with Regulation XXXX-XXX [FuelEU Maritime] and Directive 2003/96/EC [Energy Taxation Directive]. This alignment should ensure that the provisions on onshore power supply in ports is accompanied by rules mandating the use of shore-side electricity by ships and by rules incentivising its use through a tax exemption.***		Alignment with FuelEU Maritime needs to be further investigated. Reference to the Energy Taxation Directive needs to be further considered.
Recital 32d				
42d		***(32d) The prioritisation of certain segments of shipping for the provision and use of shore-side electricity to lower emissions at berth should not exempt other segments from contributing to the climate and zero pollution goals. Therefore, as part of the review of***		Will need to be further considered in the context of article 22 (Review)

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		this Regulation, the Commission should assess extending the provisions relating to minimum shore-side electricity supply in TEN-T core and comprehensive maritime ports to include also smaller ships and additional ship types. The Commission should in particular consider the availability of relevant data, the potential reduction in greenhouse gas emissions and air pollution, the technological development and the effectiveness of a widening of the scope in terms of climate and health benefits, the scale of administrative burden as well as financial and social consequences thereof. In addition, the Commission should assess extending the provisions to allow for infrastructure that would supply shore-side electricity to vessels at anchorage within a port area.		
Recital 32e				
42e		***(32e) It is important to avoid stranded assets and make sure that the public and private investments that are made today are future proof and contributing to the climate neutral pathway as set out by the European Green***		

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		Deal. The deployment of shore-side electricity in maritime ports has to be seen together with the current and future deployment of equivalent alternative zero-greenhouse gas emission and zero-pollutants technologies, in particular those technologies that deliver emission and pollutants reductions both at berth and during navigation.		
Recital 33				
43	(33) Container ships and passenger ships, being the ship categories which are producing the highest amount of emissions per ship at berth, should as a priority be provided with shore-side electricity supply. In order to take into account power demand characteristics while at berth of different passenger ships, as well as port operational characteristics, it is necessary to distinguish between the passenger ship requirements for ro-ro passenger ships and high speed passenger vessels, and those for other passenger ships.	(33) Container ships and passenger ships, being the ship categories which are producing the highest amount of emissions per ship at berth, should as a priority be provided with shore-side electricity supply. In order to take into account power demand characteristics while at berth of different passenger ships, as well as port operational characteristics, it is necessary to distinguish between the passenger ship requirements for ro-ro passenger ships and high speed passenger vessels, and those for other passenger ships.	(33) **Seagoing** container ships and **seagoing** passenger ships, being the ship categories which are producing the highest amount of emissions per ship **while moored at the quayside**~~at berth~~, should as a priority be provided with shore-side electricity supply. In order to take into account power demand characteristics while **moored at the quayside**~~at berth~~ of different passenger ships, as well as port operational characteristics, it is necessary to distinguish between the passenger ship requirements for ro-ro passenger ships and high speed passenger ~~vessels~~**crafts**, and those for other passenger ships.	(33) Seagoing container ships and seagoing passenger ships, being the ship categories which are producing the highest amount of emissions per ship while moored at the quayside, should as a priority be provided with shore-side electricity supply. In order to take into account power demand characteristics while moored at the quayside of different passenger ships, as well as port operational characteristics, it is necessary to distinguish between the passenger ship requirements for ro-ro passenger ships and high-speed passenger crafts, and those for other passenger ships.
Recital 34				
44	(34) These targets should take into	(34) These targets should take into	(34) These targets should take into	(34) These targets should take into

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	account the types of vessels served and their respective traffic volumes. Maritime ports with low traffic volumes of certain ship categories, should be exempted from the mandatory requirements for the corresponding ship categories based on a minimum level of traffic volume, so as to avoid underused capacity being installed. Similarly, the mandatory targets should not aim to target maximum demand, but a sufficiently high volume, in order to avoid underused capacity and to take account of port operational characteristics. Maritime transport is an important link for the cohesion and economic development of islands in the Union. Energy production capacity in these islands may not always be sufficient to account for the power demand required to support the provision of shore-side electricity supply. In such a case islands should be exempted from this requirement unless and until such an electrical connection with the mainland has been completed or there is a sufficient locally generated capacity from clean energy sources.	account the types of vessels served and their respective traffic volumes. Maritime ports with low traffic volumes of certain ship categories, should be exempted from the mandatory requirements for the corresponding ship categories based on a minimum level of traffic volume, so as to avoid underused capacity being installed. Similarly, the mandatory targets should not aim to target maximum demand, but a sufficiently high volume, in order to avoid underused capacity and to take account of port operational characteristics. Maritime transport is an important link for the cohesion and economic development of islands in the Union***, as well as of the outermost regions, for which maritime transport is used for the purposes of tourism activities. Their*** ~~.~~ energy production capacity ~~*in these islands*~~ may not always be sufficient to account for the power demand required to support the provision of shore-side electricity supply. In such a case ~~*islands*~~***these territories*** should be exempted from this requirement unless and until such an electrical connection	account the types of vessels served and their respective traffic volumes. Maritime ports with low traffic volumes of certain ship categories **based on the average annual number of port calls**, should **not be subject to**~~be exempted from~~ the mandatory requirements for the corresponding ship categories based on a minimum level of traffic volume, so as to avoid underused capacity being installed. Similarly, the mandatory targets should not aim to target maximum demand, but a sufficiently high volume, in order to avoid underused capacity and to take account of port operational characteristics.~~ Maritime transport is an important link for the cohesion and economic development of islands in the Union. Energy production capacity in these islands may not always be sufficient to account for the power demand required to support the provision of shore-side electricity supply. In such a case islands should be exempted from this requirement unless and until such an electrical connection with the mainland has been completed or there is a sufficient locally~~	account the types of vessels served and their respective traffic volumes. Maritime ports with low traffic volumes of certain ship categories based on the average annual number of port calls, should not be subject to the mandatory requirements for the corresponding ship categories based on a minimum level of traffic volume, so as to avoid underused capacity being installed. Similarly, the mandatory targets should not aim to target maximum demand, but a sufficiently high volume, in order to avoid underused capacity and to take account of port operational characteristics.

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		with the mainland has been completed or there is a sufficient locally generated capacity from clean energy sources.	~~generated capacity from clean energy sources.~~	
Recital 34a				
44a			**(34a) When determining the number of the port calls, calls of short duration, of ships that use zero-emission technologies, of unscheduled port calls for reason of safety or saving lives at sea and exceptional circumstances requiring the use of on-board energy generation, under emergency situations representing immediate risk to life, the ship, the environment or for other reasons of force majeure should not be taken into account.**	(34a) When determining the number of the port calls, calls of short duration, of ships that use zero-emission technologies, of unscheduled port calls for reason of safety or saving lives at sea and exceptional circumstances requiring the use of on-board energy generation, under emergency situations representing immediate risk to life, the ship, the environment or for other reasons of force majeure should not be taken into account.
Recital 34b				
44b			**(34b) Maritime transport is an important link for the cohesion and economic development of islands and the outermost regions in the Union as well as for some specific territories of some Member States such as Ceuta and Melilla. Energy production capacity in these islands, regions and territories may not always be sufficient to**	(34b) Maritime transport is an important link for the cohesion and economic development of islands and the outermost regions in the Union as well as for ~~*some specific territories of some Member States such as*~~ Ceuta and Melilla. Energy production capacity in these islands, regions and territories may not always be sufficient to account for the power demand required to

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			account for the power demand required to support the provision of shore-side electricity supply. In such a case, those islands, regions and territories should be exempted from this requirement unless and until such an electrical connection with the mainland or neighbouring countries, as the case may be, has been completed or there is a sufficient locally generated capacity from clean energy sources. This is the second part of the Commission recital 34	support the provision of shore-side electricity supply. In such a case, those islands, regions and territories should be exempted from this requirement unless and until such an electrical connection with the mainland or neighbouring countries, as the case may be, has been completed or there is a sufficient locally generated capacity from clean energy sources.
Recital 34c				
44c			**(34c) All relevant stakeholders should coordinate about shore-side electricity supply for seagoing ships in order to facilitate planning and investments on the medium and long terms both for the ship side and port side and to allow for smooth operations on an every day basis.**	Is integrated in recital (32b) - line 42b
Recital 35				
45	(35) A core network of refuelling points for LNG at maritime ports should be available by 2025.	(35) A core network of refuelling points for LNG***, hydrogen and ammonia*** at maritime ports should	(35) ~~A core network~~**An appropriate number** of refuelling points for ~~LNG~~**liquefied methane**	(35) An appropriate number of refuelling points for liquefied methane at maritime ports of the

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	Refuelling points for LNG include LNG terminals, tanks, mobile containers, bunker vessels and barges.	be available by 2025***. The deployment of LNG infrastructure, due to the fuel's transitional role, should be driven by market demand, to avoid stranded assets and underused capacity***. Refuelling points for LNG include LNG terminals, tanks, mobile containers, bunker vessels and barges.	at maritime ports **of the TEN-T core network** should be available by 2025. Refuelling points for ~~LNG~~**liquefied methane** include ~~LNG~~**liquefied methane** terminals, tanks**, tank truck trailers, truck tankers**, mobile containers, bunker vessels and barges.	TEN-T core network should be available by 2025. Refuelling points for liquefied methane include liquefied methane terminals, tanks, tank truck trailers, truck tankers, mobile containers, bunker vessels and barges.
Recital 35a				
45a			**(35a) Installations providing shore-side electricity supply should also be deployed in inland waterway ports of the TEN-T network.**	(35a) Installations providing shore-side electricity supply should also be deployed in inland waterway ports of the TEN-T network.
Recital 36				
46	(36) Electricity supply to stationary aircraft at airports should replace the consumption of liquid fuel with a cleaner power source by aircraft (use of Auxiliary Power Unit) or ground power units (GPUs). This should reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply while parked at gates or at outfield positions at TEN-T airports.	(36) Electricity supply to stationary aircraft at airports should replace the consumption of liquid fuel with a cleaner power source by aircraft (use of Auxiliary Power Unit) or ground power units (GPUs). ***Therefore, all commercial transport operations covered under the scope of this Regulation*** ~~*This*~~ should ***make use of external electricity supply while parked at gates or at outfield positions at airports. Additionally, in order for commercial passenger aircraft to completely turn off***	(36) **External** electricity supply ~~to stationary aircraft at airports~~ should replace ~~the consumption of liquid fuel with a cleaner power~~ **aviation kerosene as a** source ~~by aircraft (use of Auxiliary Power Unit) or ground power units (GPUs)~~**of energy when the aircraft is stationary at airports**. This should reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity	(36) External electricity supply should replace ~~*aviation kerosene as a source of energy*~~ ***the use of the engines*** when the aircraft is stationary at airports. This should reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply while parked at the contact or remote stands at TEN-T airports. The external energy supply to aircraft could be ensured thanks to

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		their engines while parked, pre-conditioned air (PCA) systems in in TEN-T core airports should be taken into account. This would reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply ***and pre-conditioned air systems*** while parked at gates or at outfield positions at TEN-T airports.	supply while parked at ~~gates or at outfield positions at TEN-T airports~~**the contact or remote stands at TEN-T airports. The external energy supply to aircraft could be ensured thanks to fixed or mobile ground power units, both at contact stands and remote stands. While aircrafts should be able to make use of external electricity supply at all contact and remote stands used for commercial air transport operations, it would not be necessary that each stand is equipped with at least one fixed or mobile ground power unit, since one source of electricity, either fixed or mobile, can serve multiple stands and be deployed according to operational needs**.	fixed or mobile ground power units, both at contact stands and remote stands. While aircrafts should be able to make use of external electricity supply at all contact and remote stands used for commercial air transport operations, it would not be necessary that each stand is equipped with at least one fixed or mobile ground power unit, since one source of electricity, either fixed or mobile, can serve multiple stands and be deployed according to operational needs. ***The requirement to ensure the provision of electricity supply at stands should not apply to stands other than those used by commercial air transport operations to embark or /disembark passengers and/or goods. Those requirements should not apply either to stands dedicated to general aviation aircraft below 5.7t MTOW as such application would lead to disproportionate costs compared to the environmental benefit.*** New text in the recital to reflect the new text in Article 12(1a) – line 238b
Recital 36-a				

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46a				***(36-a) When ensuring that the provision of electricity supply to stationary aircraft in airports is ensured, Member States should, where appropriate, promote the cooperation between the airport managing body and suppliers of ground-handling services as well as, where relevant, with self-handling airport users.*** New recital to reflect the EP amendment as regards ground-handling services in Article 12(1) (line 236). This recital explains that not only the managing body might be responsible. This is why the Council proposed to delete the 'airport managing body' from Article 12(1)
Recital 36a				
46b			**(36a) Members States should be able to exempt airports of the TEN-T network, with less than 10 000 commercial flight movements per year, from the obligation to provide electricity to stationary aircraft at all remote stands. Considering the number of flights concerned, the investment and maintenance costs for providing the remote stands with electricity in those airports may not be**	(36a) Members States should be able to exempt airports of the TEN-T network, with less than 10 000 commercial flight movements per year, from the obligation to provide electricity to stationary aircraft at all remote stands. Considering the number of flights concerned, the investment and maintenance costs for providing the remote stands with electricity in those airports may not be proportionate to the environmental benefit, especially

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			proportionate to the environmental benefit, especially in comparison with more efficient investments to tackle airports' CO2 emissions.	in comparison with more efficient investments to tackle airports' CO2 emissions.
Recital 37				
47	(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, alternatives to fossil fuel will be needed in all transport modes to meet the ambitions of the European Green Deal. The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the	(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, ~~*alternatives to fossil fuel*~~***fossil fuels should be phased out and sustainable alternatives*** will be needed in all transport modes to meet the ambitions of the European Green Deal ***and the Union climate objectives***. The existing National Policy Frameworks should be revised to clearly describe how the much	(37) In accordance with Article 3 of Directive 2014/94/EU, Member States have established national policy frameworks outlining their plans and objectives to ensure that those objectives would be met. Both the assessment of the national policy framework and the evaluation of Directive 2014/94/EU have highlighted the need for higher ambition and a better coordinated approach across Member States in view of the expected acceleration in the uptake of alternative fuel vehicles, in particular of electric vehicles. Furthermore, alternatives to fossil fuel will be needed in all transport modes to meet the ambitions of the European Green Deal. The existing National Policy Frameworks should be revised to clearly describe how the much greater need for publicly accessible recharging and refuelling infrastructure as expressed in the	

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	mandatory targets is going to be met by the Member States. The revised frameworks should equally address all transport modes including those for which no mandatory deployment targets exists.	greater need for publicly accessible recharging and refuelling infrastructure as expressed in the mandatory targets is going to be met by the Member States. ***The national policy frameworks should be based on territorial analysis, identifying the different needs and taking into account, when relevant, existing regional and local deployment plans of recharging and refuelling infrastructure. Attention should be paid to rural areas in order to ensure full accessibility to such infrastructure. Furthermore,*** the revised frameworks should equally address all transport modes including those for which no mandatory deployment targets exists.	mandatory targets is going to be met by the Member States. The revised frameworks ~~should equally~~**could also** address ~~all~~ transport modes ~~including those~~ for which no mandatory deployment targets exists. **Member States should regularly report on the progress made on the implementation of those revised national policy framework.**	
Recital 37a				
47a				**(37a) Moreover, Member States should regularly assess how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system and to the further absorption of renewable electricity. That assessment should identify the appropriate**

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				measures to be implemented to ensure consistency between the infrastructure planning and the respective grid planning in order to meet the requirements set out in this Regulation. In that context, ***Member States should take all necessary steps to ensure sufficient frequency conversion, power reserve and that the electricity grid is sufficiently extended, in connectivity and capacity, to ensure that enough*** ~~***shore-side***~~ ***electricity supply is provided to meet the power demands resulting from the provision of*** ~~***shore-side***~~ ***electricity*** **for the recharging infrastructures** ~~***in ports***~~***, as required in this Regulation. To ensure continuity, Member States should upgrade and maintain the grid so that it is able to handle present and future increased demand of*** ~~***shore-side***~~ ***electricity*** ~~***services in ports***~~***. In case it is impossible to supply sufficient*** ~~***shore-side***~~ ***electricity due to weak capacity in the local grid*** ~~***connecting to the port***~~***, this should be rectified by the Member State and not be considered as a failure by the*** ~~***port nor of the ship owner***~~

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				~~or~~ ***operators to comply with the requirements of this Regulation, as long as the insufficient local grid capacity is duly attested by the grid manager.*** Linked to grid capacity in Article 14(3) – line 272 / black text copied from EP proposal for recital 32a – line 42a / blue text is new proposal
Recital 38				
48	(38) The revised national policy frameworks should include supporting actions for the development of the market as regards alternative fuels, including the deployment of the necessary infrastructure to be put into place, in close cooperation with regional and local authorities and with the industry concerned, while taking into account the needs of small and medium-sized enterprises. Additionally, the revised frameworks should describe the overall national framework for planning, permitting and procuring of such infrastructure, including the identified obstacles and actions to remove them so shat a faster rollout of infrastructure can be achieved.	(38) The revised national policy frameworks should ***be aligned with the Union climate objectives and*** include ***detailed market and traffic shares, especially for transit traffic, data monitoring and evaluation on a frequent basis, providing for market projections and*** supporting actions for the development of the market as regards alternative fuels, including the deployment of the necessary infrastructure to be put into place, in close cooperation with regional and local authorities and with the industry concerned, while taking into account the needs of ***ensuring a socially just transition and of*** small and medium-sized enterprises. Additionally, the revised frameworks should describe the overall national	(38) The revised national policy frameworks should include supporting actions for the development of the market as regards alternative fuels, including the deployment of the necessary infrastructure to be put into place, in close cooperation with regional and local authorities and with the industry concerned, while taking into account the needs of small and medium-sized enterprises. Additionally, the revised frameworks should describe the overall national framework for planning, permitting and procuring of such infrastructure, including the identified obstacles and actions to remove them so shat a faster rollout of infrastructure can be achieved.	

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		framework for planning, permitting and procuring of such infrastructure, including the identified obstacles and actions to remove them so shat a faster rollout of infrastructure can be achieved. ***The revised national policy frameworks should take into utmost account the 'energy efficiency first' principle. Member States should consider the recently released Recommendation and Guidelines on the implementation of the principle, which explain how planning, policy and investment decisions can reduce energy consumption in a number of key sectors, including transport.***		
Recital 39				
49	(39) The development and implementation of the revised national policy frameworks of the Member States should be facilitated by the Commission by means of exchanges of information and best practices between the Member States.	(39) The development and implementation of the revised national policy frameworks of the Member States should be facilitated by the Commission by means of exchanges of information and best practices between the Member States ***and regional and local authorities***.	(39) The development and implementation of the revised national policy frameworks of the Member States should be facilitated by the Commission by means of exchanges of information and best practices between the Member States.	
Recital 40				
50	(40) In order to promote alternative fuels and develop the relevant infrastructure, the national	(40) In order to promote alternative fuels and develop the relevant infrastructure, the national	(40) In order to promote alternative fuels and develop the relevant infrastructure, the national	

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	policy frameworks should consist of detailed strategies to promote alternative fuels in sectors that are difficult to decarbonise such as aviation, maritime transport, inland waterway transport as well as rail transport on network segments that cannot be electrified. In particular, Member States should develop clear strategies for the decarbonisation of inland waterway transport along the TEN-T network in close cooperation with those Member States concerned. Long term decarbonisation strategies should also be developed for TEN-T ports and TEN-T airports, in particular with a focus on the deployment of infrastructure for low and zero emission vessels and aircraft as well as for railway lines that are not going to be electrified. On the basis of those strategies the Commission should review this Regulation with a view to setting more mandatory targets for those sectors.	policy frameworks should consist of detailed strategies to promote alternative fuels in sectors that are difficult to decarbonise**,** such as aviation, maritime transport~~,~~ ***and*** inland waterway transport**,** as well as rail transport on network segments that cannot be electrified. In particular, Member States should develop clear strategies for the decarbonisation of inland waterway transport along the TEN-T network in close cooperation with those Member States concerned. Long term decarbonisation strategies should also be developed for TEN-T ports and TEN-T airports, in particular with a focus on the deployment of infrastructure for low and zero emission vessels and aircraft as well as for railway lines that are not going to be electrified. On the basis of those strategies***, and taking into consideration the national market and traffic share data and market projections,*** the Commission should review this Regulation with a view to setting more mandatory targets for those sectors.	policy frameworks ~~should consist of~~ **could contain** detailed strategies to promote alternative fuels in sectors that are difficult to decarbonise such as aviation, maritime transport, inland waterway transport as well as rail transport on network segments that cannot be electrified. In particular, Member States ~~should~~ **could** develop clear strategies for the decarbonisation of inland waterway transport along the TEN-T network in close cooperation with those Member States concerned. Long term decarbonisation strategies ~~should~~ **could** also be developed for TEN-T ports and TEN-T airports, in particular with a focus on the deployment of infrastructure for low and zero emission vessels and aircraft as well as for railway lines that are not going to be electrified. On the basis of those strategies the Commission should review this Regulation with a view to setting more mandatory targets for those sectors.	
Recital 40a				
50a		***(40a) While only around only***		

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		56% of the existing European rail network is electrified, electricity-powered trains make up more than 80 % of total travelled train-kilometres. However, there are still an estimated 6,000 diesel trains in service today. Since they are dependent on fossil fuels, they generate greenhouse gas emissions and air pollution. The further deployment of alternative fuels infrastructure in the rail sector is therefore necessary and urgent to ensure a shift away from fossil fuel powered trains, and thereby to ensure that all transport sectors play their role in shifting towards a climate neutral economy. Consequently, it is appropriate for this Regulation to lay down concrete targets are proposed under this Regulation. Different technologies are available to the rail sector to shift away from diesel trains, including direct electrification, battery powered trains and hydrogen applications, where direct electrification of a segment is not possible for reasons of cost-efficiency of the service. The development of these technologies requires the deployment of		

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		suitable recharging and refuelling infrastructure in Member States. Before their deployment, Member States should carefully assess the best locations for such infrastructure, and should, in particular, consider deployment in multimodal hubs and urban nodes. The 'energy efficiency first' principle should be fully taken into account in planning and investment decisions.		
Recital 41				
51	(41) Member States should make use of a wide range of regulatory and non-regulatory incentives and measures to reach the mandatory targets and implement their national policy frameworks, in close cooperation with private sector actors, who should play a key role in supporting the development of alternative fuels infrastructure.	(41) Member States should make use of a wide range of ~~*regulatory and non-regulatory*~~***market-based and regulatory*** incentives and measures to reach the mandatory targets and implement their national policy frameworks, in close cooperation with ***regional and local authorities, as well as*** private sector actors, who should play a key role in supporting ***and financing*** the development of alternative fuels infrastructure.	(41) Member States should make use of a wide range of regulatory and non-regulatory incentives and measures to reach the mandatory targets and implement their national policy frameworks, in close cooperation with private sector actors, who should play a key role in supporting the development of alternative fuels infrastructure.	
Recital 41a				
51a		***(41a) Member States should introduce incentive schemes and should take all necessary measures when seeking to promote sustainable modes of***		

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		transport. Particular emphasis should be placed on the role of municipal or regional authorities, which can facilitate the uptake of vehicles using alternative fuels through dedicated tax incentives, public procurements or local traffic regulations.		
Recital 42				
52	(42) Pursuant to Directive 2009/33/EC of the European Parliament and of the Council[1], minimum national shares of public procurement are reserved for clean and zero-emission buses, where a clean bus uses alternative fuels as defined in Article 2, point (3) of this Regulation. With ever more public transport authorities and operators switching to clean and zero-emission buses in order to reach those targets, Member States should include the targeted promotion and development of the necessary bus infrastructure as a key element in their National Policy Frameworks. Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for clean and	(42) Pursuant to Directive 2009/33/EC of the European Parliament and of the Council[1] , minimum national shares of public procurement are reserved for clean and zero-emission buses, where a clean bus uses alternative fuels as defined in Article 2, point (3) of this Regulation. With ever more public transport authorities and operators switching to clean and zero-emission buses in order to reach those targets, Member States should include the targeted promotion and development of the necessary bus infrastructure as a key element in their National Policy Frameworks. Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for ~~*clean and*~~	(42) Pursuant to Directive 2009/33/EC~~ of the European Parliament and of the Council~~[1], minimum national shares of public procurement are reserved for clean and zero-emission buses, where a clean bus uses alternative fuels as defined in Article 2, point (3) of this Regulation. With ever more public transport authorities and operators switching to clean and zero-emission buses in order to reach those targets, Member States should include the targeted promotion and development of the necessary bus infrastructure as a key element in their National Policy Frameworks. Member States should establish and maintain appropriate instruments to promote the deployment of charging and refuelling infrastructure also for captive fleets, in particular for clean and	

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	zero-emission buses at local level. _____ 1. Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles (OJ L 120, 15.5.2009, p. 5).	~~*zero-emission buses at local level*~~***zero-emission buses, coaches and for car sharing along roads and should be able to count such deployment towards the targets set out in this Regulation***. _____ 1. Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles (OJ L 120, 15.5.2009, p. 5).	zero-emission buses at local level. _____ 1. Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles (OJ L 120, 15.5.2009, p. 5).	
Recital 43				
53	(43) In light of the increasing diversity in the type of fuels for motorised vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide vehicle users with clear and easy-to-understand information on the fuels available at refuelling stations and on the compatibility of their vehicle with different fuels or recharging points on the Union market. Member States should be able to decide to implement such information measures also in respect of vehicles placed on the market before 18 November 2016.	(43) In light of the increasing diversity in the type of fuels for motorised vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide vehicle users with clear and easy-to-understand information on the fuels available at refuelling stations and on the compatibility of their vehicle with different fuels or recharging points on the Union market. Member States should be able to decide to implement such information measures also in respect of vehicles ***previously*** placed on the market~~ *before 18 November 2016*~~.	(43) In light of the increasing diversity in the type of fuels for motorised vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide vehicle users with clear and easy-to-understand information on the fuels available at refuelling stations and on the compatibility of their vehicle with different fuels or recharging points on the Union market.~~ Member States should be able to decide to implement such information measures also in respect of vehicles placed on the market before 18 November 2016.~~	(43) In light of the increasing diversity in the type of fuels for motorised vehicles coupled with on-going growth in the road mobility of citizens across the Union, it is necessary to provide vehicle users with clear and easy-to-understand information on the fuels available at refuelling stations and on the compatibility of their vehicle with different fuels or recharging points on the Union market.
Recital 44				
54	(44) Simple and easy-to-compare	(44) Simple and easy-to-compare	(44) Simple and easy-to-compare	(44) Simple and easy-to-compare

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	information on the prices of different fuels could play an important role in enabling vehicle users to better evaluate the relative cost of individual fuels available on the market. Therefore, a unit price comparison of certain alternative fuels and conventional fuels, expressed as 'fuel price per 100km', should be displayed for information purposes at all relevant fuel stations.	information on the prices of different fuels could play an important role in enabling vehicle users to better evaluate the relative cost of individual fuels available on the market. Therefore, a unit price comparison of certain alternative fuels and conventional fuels, expressed as 'fuel price per 100km'~~,~~ should be displayed for information purposes at all relevant fuel stations. ***It should be made clear to consumers that this price comparison concerns the average fuel prices in the Member State, which may differ from the actual prices charged at the fuel station in question. Moreover, for ad hoc recharging of electricity and refuelling of hydrogen, the price charged at the station in question should also be provided per kWh and per kg, respectively.***	information on the prices of different fuels could play an important role in enabling vehicle users to better evaluate the relative cost of individual fuels available on the market. Therefore, a unit price comparison of certain alternative fuels and conventional fuels, expressed as 'fuel price per 100km', should be ~~displayed~~**shown** for information purposes at all relevant fuel stations.	information on the prices of different fuels could play an important role in enabling vehicle users to better evaluate the relative cost of individual fuels available on the market. Therefore, a unit price comparison of certain alternative fuels and conventional fuels, expressed as 'fuel price per 100km', should be shown for information purposes at all relevant fuel stations. ***Moreover, the Commission is encouraged to consider reviewing, if appropriate, Directive 1999/94/EC[1] in order to ensure that consumer information on fuel economy and CO2 emissions in respect of the marketing of new passenger cars, as regulated by that Directive, takes into account and reflects the developments related to the transition to alternative fuels.*** _____ ***1. Directive 1999/94/EC of the European Parliament and of the Council of 13 December 1999 relating to the availability of consumer information on fuel economy and CO2 emissions in respect of the marketing of new passenger cars. (OJ L 12, 18.1.2000, p. 16)*** the EP amendment for article 17(1) (line 296a) might be better placed in this recital

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Recital 45				
55	(45) It is necessary to provide consumers with sufficient information regarding the geographic location, characteristics and services offered at the publicly accessible recharging and refuelling points of alternative fuels covered by this Regulation. Therefore, Member States should ensure that operators or owners of publicly accessible recharging and refuelling points make relevant static and dynamic data available. Requirements on data types regarding availability of and accessibility to relevant recharging and refuelling-related data should be laid down, building on the outcomes of the Programme Support Action on "Data collection related to recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors" ('IDACS').	(45) It is necessary to provide consumers with sufficient information regarding the geographic location, characteristics and services offered at the publicly accessible recharging and refuelling points of alternative fuels covered by this Regulation. Therefore, Member States should ensure that operators or owners of publicly accessible recharging and refuelling points make relevant static and dynamic data available. Requirements on data types regarding availability of and accessibility to relevant recharging and refuelling-related data should be laid down, building on the outcomes of the Programme Support Action on "Data collection related to recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors" ('IDACS').	(45) It is necessary to provide consumers with sufficient information regarding the geographic location, characteristics and services offered at the publicly accessible recharging and refuelling points of alternative fuels covered by this Regulation. Therefore, Member States should ensure that operators or owners of publicly accessible recharging and refuelling points make relevant static and dynamic data available. Requirements on data types regarding availability of and accessibility to relevant recharging and refuelling-related data should be laid down, building on the outcomes of the Programme Support Action on "Data collection related to recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors" ('IDACS').	
Recital 46				
56	(46) Data should play a fundamental role in the adequate functioning of recharging and refuelling infrastructure. The format, the frequency and the quality in which these data should	(46) Data should play a fundamental role in the adequate functioning of recharging and refuelling infrastructure. The format, the frequency and the quality in which these data should	(46) Data should play a fundamental role in the adequate functioning of recharging and refuelling infrastructure. The format, the frequency and the quality in which these data should	

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	be made available and accessible should determine the overall quality of an alternative fuels infrastructure ecosystem that meets user needs. Moreover, those data should be accessible in a coherent manner in all Member States. Therefore, data should be provided in accordance with the requirements set in Directive 2010/40/EU of the European Parliament and the Council[1] for national access points (NAPs). _____ 1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).	be made available and accessible should determine the overall quality of an alternative fuels infrastructure ecosystem that meets user needs. Moreover, those data should be accessible in a coherent manner in all Member States. Therefore, data should be provided ***as open data*** in accordance with the requirements set in Directive 2010/40/EU of the European Parliament and the Council[1] for national access points (NAPs). ***For services allowing seamless travel across the Union, a Union wide system should also be created, importing standardised information from national systems. Therefore, the Commission should establish a common European access point at Union level, to function as a data gateway for end users and mobility service providers to easily access the relevant data retained in the National Access Points. It should, when possible, be compatible and interoperable with existing information and reservation systems developed by Member States. The European access point could facilitate better price comparisons for consumers***	be made available and accessible should determine the overall quality of an alternative fuels infrastructure ecosystem that meets user needs. Moreover, those data should be accessible in a coherent manner in all Member States. Therefore, data should be provided in accordance with the requirements set in Directive 2010/40/EU of the European Parliament and the Council[1] for national access points (NAPs) **and the relevant delegated and implementing acts adopted on the basis thereof, that may be complemented by the Commission in the framework of this Regulation**. _____ 1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).	

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		between publicly accessible recharging and refuelling operators on the internal market and provide users with information on the accessibility and availability, waiting times and the remaining alternative fuels capacity of the refuelling and recharging points. This could help preventing traffic disruption and benefit road safety. This information should be made available through a public, up-to-date, user-friendly, accessible and multilingual interface at EU level. _____ 1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).		
Recital 47				
57	(47) It is crucial that all actors in the electric mobility ecosystem can interact easily through digital means to provide the best service quality to the end user. This requires unique identifiers of relevant actors in the value chain. To that end, Member States should appoint an Identification Registration Organisation	(47) It is crucial that all actors in the electric mobility ecosystem can interact easily through digital means to provide the best service quality to the end user. This requires unique identifiers of relevant actors in the value chain. To that end, Member States should appoint an Identification Registration Organisation	(47) It is crucial that all actors in the electric mobility ecosystem can interact easily through digital means to provide the best service quality to the end user. This requires unique identifiers of relevant actors in the value chain. To that end, Member States should appoint an Identification Registration Organisation	

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	(‘IDRO’) for issuing and managing unique identification (‘ID’) codes to identify, at least, operators of recharging points and mobility service providers. The IDRO should collect information on e-mobility ID codes that are already in use in the respective Member State; issue new e-mobility codes, where needed, to recharging point operators and mobility service providers under an Union-wide common agreed logic in which electro-mobility ID codes are formatted; allow to exchange and verify the uniqueness of these e-mobility codes via a possible future common Identification Registration Repository (‘IDRR’). The Commission should issue technical guidance on the set up of such organisation, drawing on the Programme Support Action on “Data collection related to recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors” (‘IDACS’).	(‘IDRO’) for issuing and managing unique identification (‘ID’) codes to identify, at least, operators of recharging points and mobility service providers. The IDRO should collect information on e-mobility ID codes that are already in use in the respective Member State; issue new e-mobility codes, where needed, to recharging point operators and mobility service providers under an Union-wide common agreed logic in which electro-mobility ID codes are formatted; allow to exchange and verify the uniqueness of these e-mobility codes via a possible future common Identification Registration Repository (‘IDRR’). The Commission should issue technical guidance on the set up of such organisation, drawing on the Programme Support Action on “Data collection related to recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors” (‘IDACS’).	(‘IDRO’) for issuing and managing unique identification (‘ID’) codes to identify, at least, operators of recharging points and mobility service providers. The IDRO should collect information on e-mobility ID codes that are already in use in the respective Member State; issue new e-mobility codes, where needed, to recharging point operators and mobility service providers under an Union-wide common agreed logic in which electro-mobility ID codes are formatted; allow to exchange and verify the uniqueness of these e-mobility codes via a possible future common Identification Registration Repository (‘IDRR’). The Commission should issue technical guidance on the set up of such organisation, drawing on the Programme Support Action on “Data collection related to recharging/refuelling points for alternative fuels and the unique identification codes related to e-mobility actors” (‘IDACS’).	
Recital 51				
57a	(51) Technical specifications as specified in Annex II to Directive 2014/94/EU of the European Parliament and of the Council are	(51) Technical specifications as specified in Annex II to Directive 2014/94/EU of the European Parliament and of the Council are	(~~51~~**47a**) Technical specifications as specified in Annex II to Directive 2014/94/EU ~~of the European Parliament and of the~~	(47a) Technical specifications as specified in Annex II to Directive 2014/94/EU are to remain applicable as specified in that

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	to remain applicable as specified in that Directive. Moved reference text	to remain applicable as specified in that Directive. see also line 61	~~Council~~ are to remain applicable as specified in that Directive. Moved from row 61	Directive.
Recital 48				
58	(48) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels, in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure.	(48) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels, in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure. see also line 60a	Moved to row 60a	
Recital 49				
59	(49) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and environmental standards for maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the	(49) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and environmental standards for maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the	Moved to row 60b	

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	IMO.	IMO. see also line 60b		
Recital 50				
60	(50) Technical specifications for interoperability of recharging and refuelling points should be specified in European or international standards. The European standardisation organisations ('ESOs') should adopt European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council[1]. Those standards should be based on current international standards or ongoing international standardisation work, where applicable. _____ 1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).	(50) Technical specifications for interoperability of recharging and refuelling points should be specified in European or international standards. The European standardisation organisations ('ESOs') should adopt European standards in accordance with Article 10 of Regulation (EU) No 1025/2012 of the European Parliament and of the Council[1]. Those standards should be based on current international standards or ongoing international standardisation work, where applicable. _____ 1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).	(50) Technical specifications for interoperability of recharging and refuelling points should be specified in European or international standards. The European standardisation organisations ('ESOs') should adopt European standards in accordance with Article 10 of Regulation (EU) No 1025/2012~~ of the European Parliament and of the Council~~[1]. Those standards should be based on current international standards or ongoing international standardisation work, where applicable. **To that end, European standardisation procedures for recharging and refuelling infrastructure should proceed quickly and in timely support of the timeline necessary for planning, tendering and building the infrastructure required under this Regulation. The standardisation processes for a European-wide harmonised charging infrastructure for stationary and dynamic charging should be accelerated or**	(50) Technical specifications for interoperability of recharging and refuelling points should be specified in European or international standards. The European standardisation organisations ('ESOs') should adopt European standards in accordance with Article 10 of Regulation (EU) No 1025/2012[1]. Those standards should be based on current international standards or ongoing international standardisation work, where applicable. To that end, European standardisation procedures for recharging and refuelling infrastructure should proceed quickly and in timely support of the timeline necessary for planning, tendering and building the infrastructure required under this Regulation. The standardisation processes for a European-wide harmonised charging infrastructure for stationary and dynamic charging should be accelerated or initiated. _____

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			initiated. _____ 1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).	1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).
Recital 48				
60a	(48) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels, in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure. Moved reference text	(48) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels, in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure. see also line 58	(~~48~~**50a**) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels, in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure. Moved from row 58	(50a) Maritime transport and inland navigation need new standards to facilitate and consolidate the entry into the market of alternative fuels, in relation to electricity supply and hydrogen, methanol and ammonia bunkering, but also standards for communication exchange between vessels and infrastructure.
Recital 49				
60b	(49) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and	(49) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and	(~~49~~**50b**) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety	(50b) The International Maritime Organization ('IMO') develops uniform and internationally recognised safety and

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	environmental standards for maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the IMO. Moved reference text	environmental standards for maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the IMO. see alos line 59	and environmental standards for maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the IMO. Moved from row 59	environmental standards for maritime transport. Conflicts with international standards should be avoided in view of the global nature of maritime transport. Therefore, the European Union should ensure that technical specifications for maritime transport adopted pursuant to this Regulation are consistent with international rules adopted by the IMO.
Recital 51				
61	(51) Technical specifications as specified in Annex II to Directive 2014/94/EU of the European Parliament and of the Council are to remain applicable as specified in that Directive.	(51) Technical specifications as specified in Annex II to Directive 2014/94/EU of the European Parliament and of the Council are to remain applicable as specified in that Directive.	Moved to row 57a	
Recital 52				
62	(52) In the application of this Regulation, the Commission should consult relevant expert groups, and in particular the Sustainable Transport Forum ('STF') and the European Sustainable Shipping Forum ('ESSF'). Such expert consultation is of particular importance when the Commission intends to adopt	(52) In the application of this Regulation, the Commission should consult ~~relevant experts~~ ***a broad range of organisations and stakeholders, including but not limited to consumers*** groups, ***municipalities, cities and regions, as well as relevant expert groups,*** ~~and~~ in particular the Sustainable Transport Forum	(52) In the application of this Regulation, the Commission should consult relevant expert groups, and in particular the Sustainable Transport Forum ('STF') and the European Sustainable Shipping Forum ('ESSF'). Such expert consultation is of particular importance when the Commission intends to adopt	

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	delegated or implementing acts under this Regulation.	('STF') and the European Sustainable Shipping Forum ('ESSF'). Such expert consultation is of particular importance when the Commission intends to adopt delegated or implementing acts under this Regulation.	delegated or implementing acts under this Regulation.	
Recital 53				
63	(53) Alternative fuels infrastructure is a fast developing area. The lack of common technical specification constitutes a barrier for the creation of a single market of alternative fuels infrastructure. Therefore, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to norm technical specifications for areas where common technical specifications are outstanding but necessary. In particular, this should include the communication between the electric vehicle and the recharging point, the communication between the recharging point and the recharging software management system (back-end); the communication related to the electric vehicle roaming service and the communication with the electricity grid. It is also necessary to define	(53) Alternative fuels infrastructure is a fast developing area. The lack of common technical specification constitutes a barrier for the creation of a single market of alternative fuels infrastructure. Therefore, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to norm technical specifications for areas where common technical specifications are outstanding but necessary. In particular, this should include the communication between the electric vehicle and the recharging point, the communication between the recharging point and the recharging software management system (back-end); the communication related to the electric vehicle roaming service and the communication with the electricity grid***, while ensuring a high level***	(53) Alternative fuels infrastructure is a fast developing area. The lack of common technical specification constitutes a barrier for the creation of a single market of alternative fuels infrastructure. Therefore, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to norm technical specifications for areas where common technical specifications are outstanding but necessary. In particular, this should include the communication between the electric vehicle and the recharging point, the communication between the recharging point and the recharging software management system (back-end); the communication related to the electric vehicle roaming service and the communication with the electricity grid**, while ensuring the highest**	

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	the suitable governance framework and roles of the different actors involved in the vehicle-to-grid communication ecosystem. Moreover, emerging technological developments, such as electric road systems ('ERS') have to be accounted for. As concerns data provision, it is necessary to provide for additional data types and technical specifications related to the format, the frequency and the quality in which these data should be made available and accessible.	***of cybersecurity and consumer data protection***. It is also necessary to ***swiftly*** define the suitable governance framework and roles of the different actors involved in the vehicle-to-grid communication ecosystem~~. *Moreover,*~~ ***while taking into account and supporting*** emerging technological developments ***with high GHG emission reduction potential***, such as electric road systems ('ERS')***, notably inductive and overhead catenary line charging solutions*** ~~*have to be accounted for*~~. As concerns data provision, it is necessary to provide for additional data types and technical specifications related to the format, the frequency and the quality in which these data should be made available and accessible. ***It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in***	**level of cybersecurity protection and protection of final customers' personal data**. It is also necessary to define the suitable governance framework and roles of the different actors involved in the vehicle-to-grid communication ecosystem. Moreover, emerging technological developments, such as electric road systems ('ERS') have to be accounted for. As concerns data provision, ~~it is necessary to provide for additional data types and technical specifications related~~**the power to adopt acts in accordance with Article 290 TFEU should be delegated** to the ~~format, the frequency and the quality in which these data should~~**Commission to add new data types to the data on publicly accessible recharging and refueling points to** be made available and accessible **under this Regulation**.	

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		the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.		
Recital 53a				
63a			**(53a) In order to ensure uniform conditions for the implementation of Articles 17(4), 17(5) and 18(4a) of this Regulation, implementing powers should be conferred on the Commission with respect to the development of labelling provisions, to the format, frequency and quality of data on publicly accessible recharging and refueling points to be made available and accessible under this Regulation and to the procedure enabling that availability and accessibility.**	
Recital 54				
64	(54) The market for alternative fuels and in particular for zero emission fuels is still in the early stages of development and technology is evolving fast. This	(54) The market for alternative fuels and in particular for zero emission fuels is still in the early stages of development and technology is evolving fast. This	(54) The market for alternative fuels and in particular for zero emission fuels is still in the early stages of development and technology is evolving fast. This	

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	should likely affect the demand for alternative fuels and consequently for alternative fuels infrastructure across the modes. The Commission should therefore review this Regulation by the end of 2026 in particular as regards the targets setting for electric recharging points for HDV as well as targets for infrastructure for alternative fuels for zero-emission vessels and aircraft in waterborne transport and aviation.	should likely affect the demand for alternative fuels and consequently for alternative fuels infrastructure across the modes. The Commission should therefore review this Regulation by the end of 2026 in particular as regards the targets setting for electric recharging points for HDV as well as targets for infrastructure for alternative fuels for zero-emission vessels and aircraft in waterborne transport and aviation.	should likely affect the demand for alternative fuels and consequently for alternative fuels infrastructure across the modes. The Commission should therefore**, by 31 December 2024,** review this Regulation ~~by the end of 2026 in particular as regards the targets setting for electric recharging points for HDV as well as targets for infrastructure for alternative fuels for zero-emission vessels and aircraft in waterborne transport and aviation~~**based on a technology and market readiness report dedicated to heavy-duty vehicles. It should take into account the first indications of the preferences of the market and consider the technological and standard developments.The Commission should, after an initial complete review by 31 December 2026, perform a regular review, every 5 years, also considering the electronic means of payment referred to in Article 5 and the thresholds for framing the derogations in Articles 3 and 4**.	
Recital 54a				
64a		***(54a) Given that this Regulation will generate additional compliance costs for affected***		

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		sectors, compensatory actions need to be taken in order to prevent the total level of regulatory burdens from increasing. The Commission should therefore be obliged to present, before the entry into force of this Regulation, proposals offsetting the regulatory burdens introduced by this Regulation, through the revision or abolishment of provisions in other EU Regulations that generate unnecessary compliance costs in the affected sectors.		
Recital 55				
65	(55) Since the objective of this Regulation, namely to promote a broad market development of alternative fuels, cannot be sufficiently achieved by the Member States individually, but can rather, by reason of the need for action to meet the demand for a critical mass of alternative fuel vehicles and for cost-efficient developments by European industry, and to allow Union-wide mobility of alternative fuel vehicles, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out	(55) Since the objective of this Regulation, namely to promote a broad market development of alternative fuels, cannot be sufficiently achieved by the Member States individually, but can rather, by reason of the need for action to meet the demand for a critical mass of alternative fuel vehicles and for cost-efficient developments by European industry, and to allow Union-wide mobility of alternative fuel vehicles, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out	(55) Since the objective of this Regulation, namely to promote a broad market development of alternative fuels, cannot be sufficiently achieved by the Member States individually, but can rather, by reason of the need for action to meet the demand for a critical mass of alternative fuel vehicles and for cost-efficient developments by European industry, and to allow Union-wide mobility of alternative fuel vehicles, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out	

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	in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.	in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.	in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.	
Recital 56				
66	(56) Directive 2014/94/EU should therefore be repealed,	(56) Directive 2014/94/EU should therefore be repealed,	(56) Directive 2014/94/EU should therefore be repealed**. Commission Delegated Regulation (EU) 2019/1745[1] and Commission Delegated Regulation (EU) 2021/1444[2] set out undated technical standards for certain types of alternative fuels infrastructure. These standards are now dated and listed in Annex II to this Regulation. As a result, these delegated regulations should also be repealed**, _____ **1. Commission Delegated Regulation (EU) 2019/1745 of 13 August 2019 supplementing and amending Directive 2014/94/EU of the European Parliament and of the Council as regards recharging points for L-category motor vehicles, shore-side electricity supply for inland waterway vessels, hydrogen supply for road transport and natural gas supply for road and waterborne transport and repealing Commission Delegated Regulation (EU) 2018/674, OJ L 268,**	

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			22.10.2019, p. 1. **2. Commission Delegated Regulation (EU) 2021/1444 of 17 June 2021 supplementing Directive 2014/94/EU of the European Parliament and of the Council with regards standards for recharging points for electric buses, OJ L 313, 6.9.2021, p. 1.**	
Formula				
67	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:	
Article 1				
68	Article 1 Subject matter	Article 1 Subject matter	Article 1 Subject matter	Article 1 Subject matter
Article 1(1)				
69	1. This Regulation sets out mandatory national targets for the deployment of sufficient alternative fuels infrastructure in the Union, for road vehicles, vessels and stationary aircraft. It lays down common technical specifications and requirements on user information, data provision and payment requirements for alternative fuels infrastructure.	1. This Regulation sets out ~~*mandatory*~~***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.	1. This Regulation sets out mandatory national targets for the deployment of sufficient alternative fuels infrastructure in the Union, for road vehicles, vessels and stationary aircraft. It lays down common technical specifications and requirements on user information, data provision and payment requirements for alternative fuels infrastructure.	1. This Regulation sets out mandatory 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.
Article 1(2)				
70	2. This Regulation sets out rules for the national policy frameworks to be adopted by the Member	2. This Regulation sets out rules for the national policy frameworks to be adopted by the Member	2. This Regulation sets out rules for the national policy frameworks to be adopted by the Member	2. This Regulation sets out rules for the national policy frameworks to be adopted by the Member

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	States, including the deployment of alternative fuels infrastructure in areas where no mandatory Union wide targets are set and the reporting on the deployment of such infrastructure.	States, including the deployment of alternative fuels infrastructure in areas where no mandatory Union wide targets are set and the reporting on the deployment of such infrastructure.	States, including the deployment of alternative fuels infrastructure in areas where no mandatory Union wide targets are set and the reporting on the deployment of such infrastructure.	States, including the deployment of alternative fuels infrastructure in areas where no mandatory Union wide targets are set and the reporting on the deployment of such infrastructure.
Article 1(3)				
71	3. This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative process between the Commission and Member States for the purpose of the finalisation of the national policy frameworks and their subsequent implementation and corresponding Commission action.	3. This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative ***and multi-level governance*** process between the Commission***, and the*** ~~*and*~~ Member States***, and regional and local authorities*** for the purpose of the finalisation of the national policy frameworks***, taking into account existing local and regional strategies for the deployment of alternative fuels infrastructure,*** and their subsequent implementation and corresponding Commission action.	3. This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative process between the Commission and Member States for the purpose of the finalisation of the national policy frameworks and their subsequent implementation and corresponding Commission action **to support the faster and coherent deployment of infrastructure for alternative fuels in Member States**.	3. This Regulation establishes a reporting mechanism to stimulate cooperation and ensures a robust tracking of progress. The mechanism shall comprise a structured, transparent, iterative process between the Commission and Member States for the purpose of the finalisation of the national policy frameworks***, taking into account existing local and regional strategies for the deployment of alternative fuels infrastructure,*** and their subsequent implementation and corresponding Commission action to support the faster and coherent deployment of infrastructure for alternative fuels in Member States.
Article 2				
72	Article 2 Definitions	Article 2 Definitions	Article 2 Definitions	Article 2 Definitions
Article 2, introductory part				
73	For the purposes of this	For the purposes of this	For the purposes of this	For the purposes of this

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	Regulation, the following definitions apply:	Regulation, the following definitions apply:	Regulation, the following definitions apply:	Regulation, the following definitions apply:
Article 2, point (1)				
74	(1) 'accessibility of data' means a possibility to request and obtain the data at any time in a machine readable format, as defined in Article 2, point (5) of Commission Delegated Regulation (EU) 2015/962[1]; _____ 1. Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).	(1) 'accessibility of data' means a possibility to request and obtain the data at any time in a machine readable format, as defined in Article 2, point (5) of Commission Delegated Regulation (EU) 2015/962[1]; _____ 1. Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).	(1) 'accessibility of data' means a possibility to request and obtain the data at any time in a machine-readable format~~, as defined in Article 2, point (5) of Commission Delegated Regulation (EU) 2015/962[1]~~; _____ ~~1. Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).~~	
Article 2, point (2)				
75	(2) 'ad hoc price' means the price charged by an operator of a recharging or refuelling point to an end user for recharging or refuelling on an ad hoc basis;	(2) 'ad hoc price' means the price charged by an operator of a recharging or refuelling point to an end user for recharging or refuelling on an ad hoc basis;	(2) 'ad hoc price' means the price charged by an operator of a recharging or refuelling point to an end user for recharging or refuelling on an ad hoc basis;	
Article 2, point (2a)				
75a		***(2a) 'along the TEN-T network' means, when used in respect of electric recharging stations and hydrogen refuelling stations, that they are located on the TEN-T network or within 1.5 km driving***	**(2a) 'along the TEN-T network' means: for electric recharging stations that they are located on the TEN-T network or within 3 km driving distance from the nearest exit of a TEN-T road; for**	

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		distance from the nearest exit of a TEN-T road;	**hydrogen refuelling stations that they are located on the TEN-T network or within 10 km driving distance from the nearest exit of a TEN-T road.**	
Article 2, point (3), introductory part				
76	(3) 'alternative fuels' means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, including:	(3) 'alternative fuels' means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, including:	(3) 'alternative fuels' means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, including	
Article 2, point (3)(a), introductory part				
77	(a) 'alternative fuels for zero-emission vehicles':	(a) 'alternative fuels for zero-emission vehicles***, vessels and aircraft***':	(a) 'alternative fuels for zero-emission vehicles~~'~~**, vessels or aircraft'**:	
Article 2, point (3)(a), first indent				
78	- electricity,	- electricity,	- electricity,	
Article 2, point (3)(a), second indent				
79	- hydrogen,	- hydrogen,	- hydrogen,	
Article 2, point (3)(a), third indent				
80	- ammonia,	- ammonia,	- ammonia,	
Article 2, point (3), point (b), introductory part				
81	(b) 'renewable fuels':	(b) 'renewable fuels':	(b) 'renewable fuels':	
Article 2, point (3), point (b), first indent				

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82	- biomass fuels and biofuels as defined in Article 2, points (27) and (33) of Directive (EU) 2018/2001,	- biomass fuels***, including biogas,*** and biofuels as defined in Article 2, points (27***), (28***) and (33) of Directive (EU) 2018/2001,	- biomass fuels**, including biogas,** and biofuels as defined in Article 2, points (27)**, (28)** and (33) of Directive (EU) 2018/2001,	
Article 2, point (3), point (b), second indent				
83	- synthetic and paraffinic fuels, including ammonia, produced from renewable energy,	- synthetic and paraffinic fuels, including ammonia, produced from renewable energy,	- synthetic and paraffinic fuels, including ammonia, produced from renewable energy,	
Article 2, point (3), point (c), introductory part				
84	(c) 'alternative fossil fuels' for a transitional phase:	(c) 'alternative fossil fuels' for a ***limited*** transitional phase:	(c) ~~'alternative fossil~~**'transitional alternative** fuels~~' for a transitional phase~~**'**:	
Article 2, point (3), point (c), first indent				
85	- natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),	- natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),	- natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),	
Article 2, point (3), point (c), second indent				
86	- liquefied petroleum gas (LPG),	- liquefied petroleum gas (LPG),	- liquefied petroleum gas (LPG),	
Article 2, point (3), point (c), third indent				
87	- synthetic and paraffinic fuels produced from non-renewable energy;	- synthetic and paraffinic fuels produced from non-renewable energy;	- synthetic and paraffinic fuels produced from non-renewable energy;	
Article 2, point (3a)				
87a			**(3a) 'aircraft contact stand' means a stand in a designated area of the airport apron equipped with a passenger**	(3a) 'aircraft contact stand' means a stand in a designated area of the airport apron equipped with a passenger boarding bridge;

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			boarding bridge;	
Article 2, point (3b)				
87b			**(3b) 'aircraft remote stand' means a stand in a designated area of the airport apron not equipped with a passenger boarding bridge;**	(3b) 'aircraft remote stand' means a stand in a designated area of the airport apron not equipped with a passenger boarding bridge;
Article 2, point (4)				
88	(4) 'airport of the TEN-T core and TEN-T comprehensive network' means an airport as listed and categorised in Annex II to Regulation (EU) No 1315/2013;	(4) 'airport of the TEN-T core and TEN-T comprehensive network' means an airport as listed and categorised in Annex II to Regulation (EU) No 1315/2013;	(4) 'airport of the TEN-T core and TEN-T comprehensive network' means an airport as listed and categorised in Annex II to Regulation (EU) No 1315/2013[1]; _____ **1. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1)**	
Article 2, point (5)				
89	(5) 'airport managing body' as defined in Article 2, point (2) of Directive 2009/12/EC of the European Parliament and of the Council[1]; _____ 1. Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009 on airport charges, (OJ L 70, 14.3.2009, p. 11).	(5) 'airport managing body' as defined in Article 2, point (2) of Directive 2009/12/EC of the European Parliament and of the Council[1]; _____ 1. Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009 on airport charges, (OJ L 70, 14.3.2009, p. 11).	*deleted*	
Article 2, point (6)				

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90	(6) 'automatic authentication' means the authentication of a vehicle at a recharging point through the recharging connector or telematics;	(6) 'automatic authentication' means the authentication of a vehicle at a recharging point through the recharging connector or telematics;	(6) 'automatic authentication' means the authentication of a vehicle at a recharging point through the recharging connector or telematics;	
Article 2, point (7)				
91	(7) 'availability of data' means the existence of data in a digital machine-readable format.	(7) 'availability of data' means the existence of data in a digital machine-readable format.	(7) 'availability of data' means the existence of data in a digital machine-readable format~~.~~**;**	
Article 2, point (8)				
92	(8) 'battery electric vehicle' means an electric vehicle that exclusively runs on the electric motor, with no secondary source of propulsion;	(8) 'battery electric vehicle' means an electric vehicle that exclusively runs on the electric motor, with no secondary source of propulsion;	(8) 'battery electric vehicle' means an electric vehicle that exclusively runs on the electric motor, with no secondary source of propulsion;	
Article 2, point (9)				
93	(9) 'bi-directional recharging' means a smart recharging operation where the direction of the electricity flow may be reversed, allowing that electricity flows from the battery to the recharging point it is connected to;	(9) 'bi-directional recharging' means a smart recharging operation where the direction of the electricity flow may be reversed, allowing that electricity flows from the battery to the recharging point it is connected to;	(9) 'bi-directional recharging' means a smart recharging operation where the direction of the electricity flow may be reversed, allowing that electricity flows from the battery to the recharging point it is connected to;	
Article 2, point (9a)				
93a		***(9a) 'citizen energy community' means a community as defined in Article 2(11) of Directive (EU)2019/944***		
Article 2, point (10)				
94	(10) 'connector' means the	(10) 'connector' means the	(10) 'connector' means the	

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	physical interface between the recharging point and the electric vehicle through which the electric energy is exchanged;	physical interface between the recharging point and the electric vehicle through which the electric energy is exchanged;	physical interface between the recharging **or refuelling** point and the ~~electric~~ vehicle through which the **fuel or** electric energy is exchanged;	
Article 2, point (11)				
95	(11) 'commercial air transport' means air transport as defined in Article 3, point (24) of Regulation (EU) 2018/1139 of the European Parliament and of the Council[1]; _____ 1. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) (OJ L 212, 22.8.2018, p. 1).	(11) 'commercial air transport' means air transport as defined in Article 3, point (24) of Regulation (EU) 2018/1139 of the European Parliament and of the Council[1]; _____ 1. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) ***No 3922/91*** (OJ L 212, 22.8.2018, p. 1).	(11) 'commercial air transport' means air transport as defined in Article 3, point (24) of Regulation (EU) 2018/1139 ~~of the European Parliament and of the Council~~[1]; _____ 1. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) **No 3922/91** (OJ L 212, 22.8.2018, p. 1).	
Article 2, point (12)				
96	(12) 'container ship' means a ship designed exclusively for the carriage of containers in holds and on deck;	(12) 'container ship' means a ship designed exclusively for the carriage of containers in holds and on deck;	(12) 'container ship' means a ship designed exclusively for the carriage of containers in holds and on deck;	
Article 2, point (13)				

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97	(13) 'contract-based payment' means a payment for a recharging or refuelling service from the end user to a mobility service provider on the basis of a contract between the end user and the mobility service provider;	(13) 'contract-based payment' means a payment for a recharging or refuelling service from the end user to a mobility service provider on the basis of a contract between the end user and the mobility service provider;	(13) 'contract-based payment' means a payment for a recharging or refuelling service from the end user to a mobility service provider on the basis of a contract between the end user and the mobility service provider;	
Article 2, point (14)				
98	(14) 'digitally-connected recharging point' means a recharging point that can send and receive information in real time, communicate bi-directionally with the electricity grid and the electric vehicle, and that can be remotely monitored and controlled, including to start and stop the recharging session and to measure electricity flows;	(14) 'digitally-connected recharging point' means a recharging point that can send and receive information in real time, communicate bi-directionally with the electricity grid and the electric vehicle, and that can be remotely monitored and controlled, including to start and stop the recharging session and to measure electricity flows;	(14) 'digitally-connected recharging point' means a recharging point that can send and receive information in real time, communicate bi-directionally with the electricity grid and the electric vehicle, and that can be remotely monitored and controlled, including to start and stop the recharging session and to measure electricity flows;	
Article 2, point (15)				
99	(15) 'distribution system operator' means an operator as defined in Article 2, point (29) of Directive (EU) 2019/944;	(15) 'distribution system operator' means an operator as defined in Article 2, point (29) of Directive (EU) 2019/944;	(15) 'distribution system operator' means an operator as defined in Article 2, point (29) of Directive (EU) 2019/944[1]; _____ **1. Directive (EU) 2019/944 of the European Parliament and of the Council of 5 June 2019 on common rules for the internal market for electricity and amending Directive 2012/27/EU (OJ L 158, 14.6.2019, p. 125)**	
Article 2, point (16)				

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100	(16) ‘dynamic data’ means data that do change often or on a regular basis;	(16) ‘dynamic data’ means data that do change often or on a regular basis;	(16) ‘dynamic data’ means data that do change often or on a regular basis;	
Article 2, point (17)				
101	(17) ‘electric road system’ means a physical installation along a road that allows for the transfer of electricity to an electric vehicle while the vehicle is in motion;	(17) ‘electric road system’ means a physical installation along a road that allows for the transfer of electricity to an electric vehicle ~~*while the vehicle is in motion*~~***to provide it the energy necessary for propulsion, or for dynamic charging***;	(17) ‘electric road system’ means a physical installation along a road that allows for the transfer of electricity to an electric vehicle while the vehicle is in motion;	
Article 2, point (17a)				
101a		***(17a) 'dynamic charging' means the charging of an electric vehicle battery while the vehicle is in motion;***		
Article 2, point (18)				
102	(18) ‘electric vehicle’ means a motor vehicle equipped with a powertrain containing at least one non-peripheral electric machine as energy converter with an electric rechargeable energy storage system, which can be recharged externally;	(18) ‘electric vehicle’ means a motor vehicle equipped with a powertrain containing at least one non-peripheral electric machine as energy converter with an electric rechargeable energy storage system, which can be recharged externally;	(18) ‘electric vehicle’ means a motor vehicle equipped with a powertrain containing at least one non-peripheral electric machine as energy converter with an electric rechargeable energy storage system, which can be recharged externally;	
Article 2, point (19)				
103	(19) ‘electricity supply to stationary aircraft’ means the supply of electricity through a	(19) ‘electricity supply to stationary aircraft’ means the supply of electricity through a	(19) ‘electricity supply to stationary aircraft’ means the supply of electricity through a	

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	standardised fixed or mobile interface to aircraft when stationed at the gate or at an airport outfield position;	standardised fixed or mobile interface to aircraft when stationed at the gate or at an airport outfield position;	standardised fixed or mobile interface to aircraft when stationed at ~~the gate~~ **an aircraft contact stand** or at an ~~airport outfield position~~ **aircraft remote stand**;	
Article 2, point (19a)				
103a		***(19a) 'energy efficiency first' means 'energy efficiency first' as defined in of Article 2, point (18) of Regulation (EU) 2018/1999;***		
Article 2, point (19b)				
103b		***(19b) 'technological neutrality' means 'technological neutrality' as laid down in Recital 25 of Directive (EU) 2018/1972;***		
Article 2, point (20)				
104	(20) 'end user' means a physical or legal person purchasing an alternative fuel for direct use in a vehicle;	(20) 'end user' means a physical or legal person purchasing an alternative fuel for direct use in a vehicle;	(20) 'end user' means a physical or legal person purchasing an alternative fuel for direct use in a vehicle;	
Article 2, point (21)				
105	(21) 'e-roaming' means the exchange of data and payments between the operator of a recharging or refuelling point and a mobility service provider from which an end user purchases a recharging service;	(21) 'e-roaming' means the exchange of data and payments between the operator of a recharging or refuelling point and a mobility service provider from which an end user purchases a recharging service;	(21) 'e-roaming' means the exchange of data and payments between the operator of a recharging or refuelling point and a mobility service provider from which an end user purchases a recharging service;	
Article 2, point (22)				

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106	(22) 'e-roaming platform' means a platform connecting market actors, notably mobility service providers and operators of recharging or refuelling points, to enable services between them, including e-roaming;	(22) 'e-roaming platform' means a platform connecting market actors, notably mobility service providers and operators of recharging or refuelling points, to enable services between them, including e-roaming;	(22) 'e-roaming platform' means a platform connecting market actors, notably mobility service providers and operators of recharging or refuelling points, to enable services between them, including e-roaming;	
Article 2, point (23)				
107	(23) 'European standard' means a standard as defined in Article 2, point (1)(b) of Regulation (EU) No 1025/2012.	(23) 'European standard' means a standard as defined in Article 2, point (1)(b) of Regulation (EU) No 1025/2012.	(23) 'European standard' means a standard as defined in Article 2, point (1)(b) of Regulation (EU) No 1025/2012.[1]; _____ **1. Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12)**	
Article 2, point (24)				
108	(24) 'freight terminal' means a freight terminal as defined in in Article 3 point (s) of Regulation (EU) No 1315/2013;	(24) 'freight terminal' means a freight terminal as defined in in Article 3 point (s) of Regulation (EU) No 1315/2013;	(24) 'freight terminal' means a freight terminal as defined in in Article 3 point (s) of Regulation (EU) No 1315/2013;	
Article 2, point (25)				

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109	(25) 'gross tonnage' (GT) means gross tonnage as defined in Article 3, point (e) of Regulation (EU) 2015/757 of the European Parliament and the Council [1]; _____ 1. Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55).	(25) 'gross tonnage' (GT) means gross tonnage as defined in Article 3, point (e) of Regulation (EU) 2015/757 of the European Parliament and the Council-[1]; _____ 1. Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55).	(25) 'gross tonnage' (GT) means gross tonnage– as defined in Article 3, point (e) of Regulation (EU) 2015/757~~ of the European Parliament and the Council~~ [1]; _____ 1. Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55).	
Article 2, point (26)				
110	(26) 'heavy-duty vehicle' means a motor vehicle of categories M2, M3, N2 or N3 as defined in Annex II to Directive 2007/46/EC[1]; _____ 1. Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).	(26) 'heavy-duty vehicle' means a motor vehicle of categories M2, M3, N2 or N3 as defined in Annex II to Directive 2007/46/EC[1]; _____ 1. Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).	(26) 'heavy-duty vehicle' means a motor vehicle of categories M2, M3, N2 or N3 as defined **respectively in Article 4 (1) (a) (ii), Article 4 (1) (a) (iii), Article 4 (1) (b) (ii) and Article 4 (1) (b) (iii) of Regulation (EU) 2018/858[2]**~~in Annex II to Directive 2007/46/EC[1]~~; _____ **2. Regulation (EU) 2018/858 of the European Parliament and of the Council of on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1)** ~~1. Directive 2007/46/EC of the European Parliament and of the Council of 5~~	

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			~~September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).~~	
Article 2, point (27)				
111	(27) 'high power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output of more than 22 kW;	(27) 'high power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output of more than 22 kW;	(27) 'high power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output of more than 22 kW;	
Article 2, point (28)				
112	(28) 'high-speed passenger craft' means a craft as defined in Regulation 1 of Chapter X of SOLAS 74, and carrying more than 12 passengers;	(28) 'high-speed passenger craft' means a craft as defined in Regulation 1 of Chapter X of SOLAS 74, and carrying more than 12 passengers;	(28) 'high-speed passenger craft' means a craft as defined in Regulation 1 of Chapter X of SOLAS 74, and carrying more than 12 passengers;	
Article 2, point (28a)				
112a		***(28a) 'L-category vehicles' means powered two-, three- and four-wheel vehicles as categorised in Regulation (EU) No 168/2013 and Annex I, including powered cycles, two- and three-wheel mopeds, two- and three-wheel motorcycles, motorcycles with side-cars, light and heavy on-road quads, and light and heavy quadri-mobiles.***		
Article 2, point (29)				

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113	(29) 'light-duty vehicle' means a motor vehicle of categories M1 or N1 as defined in Annex II to Directive 2007/46/EC;	(29) 'light-duty vehicle' means a motor vehicle of categories M1 or N1 as defined in Annex II to Directive 2007/46/EC;	(29) 'light-duty vehicle' means a motor vehicle of categories M1 or N1 as defined **respectively in Article 4 (1) (a) (i) and Article 4 (1) (b) (i) of Regulation (EU) 2018/858**~~in Annex II to Directive 2007/46/EC~~;	
Article 2, point (29a)				
113a			**(29a) 'liquefied methane' means LNG, liquefied biogas or synthetic LNG, including blends of those fuels;**	(29a) 'liquefied methane' means LNG, liquefied biogas or synthetic LNG, including blends of those fuels;
Article 2, point (30)				
114	(30) 'mobility service provider' means a legal person who provides services in return for remuneration to an end user, including the sale of a recharging service;	(30) 'mobility service provider' means a legal person who provides services in return for remuneration to an end user, including the sale of a recharging service;	(30) 'mobility service provider' means a legal person who provides services in return for remuneration to an end user, including the sale of a recharging service;	
Article 2, point (30a)				
114a		***(30a) 'multimodal hub' means a mobility service infrastructure, such as rail, road, air, maritime and inland waterways stations and terminals, that allows for the performance of 'multimodal transport' defined in Article 3, point (n) of Regulation (EU) No 1315/2013;***		
Article 2, point (31)				
115	(31) 'normal power recharging	(31) 'normal power recharging	(31) 'normal power recharging	

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	point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output less than or equal to 22 kW;	point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output less than or equal to 22 kW;	point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power output less than or equal to 22 kW;	
Article 2, point (32)				
116	(32) 'national access point' means a digital interface where certain static and dynamic data are made accessible for re-use to data users, as implemented by Member States in compliance with Article 3 of Commission Delegated Regulation (EU) 2015/962;	(32) 'national access point' means a digital interface where certain static and dynamic data are made accessible for re-use to data users, as implemented by Member States in compliance with Article 3 of Commission Delegated Regulation (EU) 2015/962;	(32) 'national access point' means a digital interface ~~where certain static and dynamic data are made accessible for re-use to data users, as implemented by Member States in compliance with~~ **as defined in** Article ~~3 of Commission Delegated Regulation (EU) 2015/962~~**4(22)[1] of Directive 2010/40/EU**; _____ **1. As proposed in COM(2021)813 final (ITS Directive)**	
Article 2, point (33)				
117	(33) 'operator of a recharging point' means the entity responsible for the management and operation of a recharging point, which provides a recharging service to end users, including in the name and on behalf of a mobility service provider;	(33) 'operator of a recharging point' means the entity responsible for the management and operation of a recharging point, which provides a recharging service to end users, including in the name and on behalf of a mobility service provider;	(33) 'operator of a recharging point' means the entity responsible for the management and operation of a recharging point, which provides a recharging service to end users, including in the name and on behalf of a mobility service provider;	
Article 2, point (34)				
118	(34) 'operator of a refuelling point' means the entity responsible for the management and operation	(34) 'operator of a refuelling point' means the entity responsible for the management and operation	(34) 'operator of a refuelling point' means the entity responsible for the management and operation	

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	of a refuelling point, which provides a refuelling service to end users, including in the name and on behalf of a mobility service provider;	of a refuelling point, which provides a refuelling service to end users, including in the name and on behalf of a mobility service provider;	of a refuelling point, which provides a refuelling service to end users, including in the name and on behalf of a mobility service provider;	
Article 2, point (35)				
119	(35) 'passenger ship' means a ship that carries more than 12 passengers, including cruise ships, high-speed passenger crafts and ships with facilities to enable road or rail vehicles to roll on and roll off the vessel ('ro-ro passenger ships');	(35) 'passenger ship' means a ship that carries more than 12 passengers, including cruise ships, high-speed passenger crafts and ships with facilities to enable road or rail vehicles to roll on and roll off the vessel ('ro-ro passenger ships');	(35) 'passenger ship' means a ship that carries more than 12 passengers, including cruise ships, high-speed passenger crafts and ships with facilities to enable road or rail vehicles to roll on and roll off the vessel ('ro-ro passenger ships');	
Article 2, point (35a)				
119a		***(35a) 'payment card' means a payment service that works on the basis of a physical and digital debit or credit card and comprises payment cards embedded in a smartphone application;***		
Article 2, point (35b)				
119b		***(35b) 'payment service' means a 'payment service' as defined in Article 4, point (3), of Directive (EU) 2015/2366;***		
Article 2, point (36)				
120	(36) 'plug-in hybrid vehicle' means an electric vehicle constituted by a conventional	(36) 'plug-in hybrid vehicle' means an electric vehicle constituted by a conventional	(36) 'plug-in hybrid vehicle' means an electric vehicle constituted by a conventional	

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	combustion engine combined with an electric propulsion system, which can be recharged from an external electric power source;	combustion engine combined with an electric propulsion system, which can be recharged from an external electric power source;	combustion engine combined with an electric propulsion system, which can be recharged from an external electric power source;	
Article 2, point (37)				
121	(37) 'power output' means the theoretical maximum power, expressed in kW, that can be provided by a recharging point, station, or pool or a shore-side electricity supply installation to a vehicle or vessel connected to that recharging point, station, pool or installation;	(37) 'power output' means the theoretical maximum power, expressed in kW, that can be provided by a recharging point, station, or pool or a shore-side electricity supply installation to a vehicle or vessel connected to that recharging point, station, pool or installation;	(37) 'power output' means the theoretical maximum power, expressed in kW, that can be provided by a recharging point, station, or pool or a shore-side electricity supply installation to a vehicle or vessel connected to that recharging point, station, pool or installation;	
Article 2, point (37a)				
121a		***(37a) 'preconditioned air system' means a fixed or mobile system at airports providing the external supply of conditioned air to cool, ventilate or heat the cabins of stationary aircraft;***		
Article 2, point (38)				
122	(38) 'publicly accessible' alternative fuels infrastructure, means an alternative fuels infrastructure which is located at a site or premise that is open to the general public, irrespective of whether the alternative fuels infrastructure is located on public or on private property, whether	(38) 'publicly accessible' alternative fuels infrastructure, means an alternative fuels infrastructure which is located at a site or premise that is open to the general public, ***including persons with reduced mobility,*** irrespective of whether the alternative fuels infrastructure is located on public	(38) 'publicly accessible' alternative fuels infrastructure, means an alternative fuels infrastructure which is located at a site or premise that is open to the general public, irrespective of whether the alternative fuels infrastructure is located on public or on private property, whether	

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	limitations or conditions apply in terms of access to the site or premise and irrespective of the applicable use conditions of the alternative fuels infrastructure;	or on private property, whether limitations or conditions apply in terms of access to the site or premise and irrespective of the applicable use conditions of the alternative fuels infrastructure;	limitations or conditions apply in terms of access to the site or premise and irrespective of the applicable use conditions of the alternative fuels infrastructure;	
Article 2, point (39)				
123	(39) 'Quick Response code' (QR code) means an ISO 18004-compliant encoding and visualization of data;	(39) 'Quick Response code' (QR code) means an ISO 18004-compliant encoding and visualization of data;	(39) 'Quick Response code' (QR code) means an ~~ISO~~**ISO/IEC** 18004**:15**-compliant encoding and visualization of data;	
Article 2, point (40)				
124	(40) 'recharge on an ad hoc basis' means a recharging service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point beyond the mere purchase of the service;	(40) 'recharge on an ad hoc basis' means a recharging service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point ***or to electronically log-in or sign-in to online intermediation services,*** beyond the mere purchase of the service;	(40) 'recharge on an ad hoc basis' means a recharging service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that recharging point beyond the mere purchase of the service;	
Article 2, point (41)				
125	(41) 'recharging point' means a fixed or mobile interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several connectors to accommodate	(41) 'recharging point' means a fixed or mobile***, on-grid or off-grid*** interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several connectors to	(41) 'recharging point' means a fixed or mobile interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several ~~connectors~~**outlets** to accommodate	

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	different connector types, is capable of recharging only one electric vehicle at a time, and excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles.	accommodate different connector types, is capable of recharging only one electric vehicle at a time, and excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles.	different connector types, is capable of recharging only one electric vehicle at a time, and excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not recharging electric vehicles~~.~~**;**	
Article 2, point (42)				
126	(42) ‘recharging point, station or pool dedicated to light-duty vehicles’ means a recharging point, station or pool intended for recharging light-duty vehicles, either due to the specific design of the connectors/plugs or the design of the parking space adjacent to the recharging point, station or pool, or both;	(42) ‘recharging point, station or pool dedicated to light-duty vehicles’ means a recharging point, station or pool intended for recharging light-duty vehicles, either due to the specific design of the connectors/plugs or the design of the parking space adjacent to the recharging point, station or pool, or both;	(42) ‘recharging point, station or pool dedicated to light-duty vehicles’ means a recharging point, station or pool intended for recharging light-duty vehicles, either due to the specific design of the connectors/plugs or the design of the parking space adjacent to the recharging point, station or pool, or both;	
Article 2, point (43)				
127	(43) ‘recharging point, station or pool dedicated to heavy-duty vehicles’ means a recharging point, station or pool intended for recharging heavy-duty vehicles, either due to the specific design of the connectors/plugs or to the design of the parking space adjacent to the recharging point, station or pool, or both;	(43) ‘recharging point, station or pool dedicated to heavy-duty vehicles’ means a recharging point, station or pool intended for recharging heavy-duty vehicles, either due to the specific design of the connectors/plugs or to the design of the parking space adjacent to the recharging point, station or pool, or both;	(43) ‘recharging point, station or pool dedicated to heavy-duty vehicles’ means a recharging point, station or pool intended for recharging heavy-duty vehicles, either due to the specific design of the connectors/plugs or to the design of the parking space adjacent to the recharging point, station or pool, or both;	
Article 2, point (44)				
128	(44) ‘recharging pool’ means one	(44) ‘recharging pool’ means one	(44) ‘recharging pool’ means one	

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	or more recharging stations at a specific location;	or more recharging stations at a specific location;	or more recharging stations at a specific location;	
Article 2, point (45)				
129	(45) 'recharging station' means a single physical installation at a specific location, consisting of one or more recharging points;	(45) 'recharging station' means a single physical installation at a specific location, consisting of one or more recharging points;	(45) 'recharging station' means a ~~single~~ physical installation at a specific location, consisting of one or more recharging points;	
Article 2, point (46)				
130	(46) 'recharging service' means the sale or provision of electricity, including related services, through a publicly accessible recharging point;	(46) 'recharging service' means the sale or provision of electricity, including related services, through a publicly accessible recharging point;	(46) 'recharging service' means the sale or provision of electricity, including related services, through a publicly accessible recharging point;	
Article 2, point (47)				
131	(47) 'recharging session' means the full process of recharging a vehicle at a publicly accessible recharging point from the moment the vehicle is connected to the moment the vehicle is disconnected;	(47) 'recharging session' means the full process of recharging a vehicle at a publicly accessible recharging point from the moment the vehicle is connected to the moment the vehicle is disconnected;	(47) 'recharging session' means the full process of recharging a vehicle at a publicly accessible recharging point from the moment the vehicle is connected to the moment the vehicle is disconnected;	
Article 2, point (48)				
132	(48) 'refuel on an ad hoc basis' means a refuelling service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that refuelling	(48) 'refuel on an ad hoc basis' means a refuelling service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that refuelling	(48) 'refuel on an ad hoc basis' means a refuelling service purchased by an end user without the need for that end user to register, conclude a written agreement, or enter into a longer-lasting commercial relationship with the operator of that refuelling	

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	point beyond the mere purchase of the service;	point beyond the mere purchase of the service;	point beyond the mere purchase of the service;	
Article 2, point (49)				
133	(49) 'refuelling point' means a refuelling facility for the provision of any liquid or gaseous alternative fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle at a time;	(49) 'refuelling point' means a refuelling facility for the provision of any liquid or gaseous alternative fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle ***or one vessel*** at a time;	(49) 'refuelling point' means a refuelling facility for the provision of any liquid or gaseous ~~alternative~~ fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle**, one vessel or one aircraft** at a time;	
Article 2, point (50)				
134	(50) 'refuelling service' means the sale or provision of any liquid or gaseous alternative fuel through a publicly accessible refuelling point;	(50) 'refuelling service' means the sale or provision of any liquid or gaseous alternative fuel through a publicly accessible refuelling point;	(50) 'refuelling service' means the sale or provision of any liquid or gaseous ~~alternative~~ fuel through a publicly accessible refuelling point;	
Article 2, point (51)				
135	(51) 'refuelling session' means the full process of refuelling a vehicle at a publicly accessible refuelling point from the moment the vehicle is connected to the moment the vehicle is disconnected;	(51) 'refuelling session' means the full process of refuelling a vehicle at a publicly accessible refuelling point from the moment the vehicle is connected to the moment the vehicle is disconnected;	(51) 'refuelling session' means the full process of refuelling a vehicle at a publicly accessible refuelling point from the moment the vehicle is connected to the moment the vehicle is disconnected;	
Article 2, point (52)				
136	(52) 'refuelling station' means a single physical installation at a specific location, consisting of one or more refuelling points;	(52) 'refuelling station' means a single physical installation at a specific location, consisting of one or more refuelling points;	(52) 'refuelling station' means a single physical installation at a specific location, consisting of one or more refuelling points;	
Article 2, point (53)				

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137	(53) 'regulatory authority' means a regulatory authority designated by each Member State pursuant to Article 57(1) of Directive (EU) 2019/944;	(53) 'regulatory authority' means a regulatory authority designated by each Member State pursuant to Article 57(1) of Directive (EU) 2019/944;	(53) 'regulatory authority' means a regulatory authority designated by each Member State pursuant to Article 57(1) of Directive (EU) 2019/944;	
Article 2, point (54)				
138	(54) 'renewable energy' means energy from renewable non-fossil sources as defined in Article 2, point (1) of Directive (EU) 2018/2001;	(54) 'renewable energy' means energy from renewable non-fossil sources as defined in Article 2, point (1) of Directive (EU) 2018/2001;	(54) 'renewable energy' means energy from renewable non-fossil sources as defined in Article 2, point (1) of Directive (EU) 2018/2001;	
Article 2, point (54a)				
138a		***(54a) 'renewable energy community' means a community as defined in Article2 (16) of Directive(EU) 2018/2001;***		
Article 2, point (55)				
139	(55) 'ro-ro passenger ship' means a ship with facilities to enable road or rail vehicles to roll on and roll off the vessel, and carrying more than 12 passengers;	(55) 'ro-ro passenger ship' means a ship with facilities to enable road or rail vehicles to roll on and roll off the vessel, and carrying more than 12 passengers;	(55) 'ro-ro passenger ship' means a ship with facilities to enable road or rail vehicles to roll on and roll off the vessel, and carrying more than 12 passengers;	
Article 2, point (56)				
140	(56) 'safe and secure parking' means a parking and rest area as referenced in Article 17, point(1)(b) that is dedicated to heavy-duty vehicles overnight parking;	(56) 'safe and secure parking' means a parking and rest area as ~~referenced~~***referred to*** in Article 17, point(1)(b) ***of Regulation (EU) No 1315/2013,*** that is dedicated to heavy-duty vehicles overnight parking ***and has been certified***	(56) 'safe and secure parking' means a parking and rest area as referenced in Article 17, point(1)(b) **of Regulation (EU) No 1315/2013,** that is dedicated to heavy-duty vehicles overnight parking **and has been certified**	

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		pursuant to the provisions in Article 8a of Regulation (EC) No 561/2006;	**pursuant to the provisions in Article 8a of Regulation (EC) No 561/2006[1] and the delegated acts adopted on the basis thereof**; _____ **1. Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport (OJ L 102, 11.4.2006, p. 1)**	
Article 2, point (57)				
141	(57) 'ship at berth' means ship at berth as defined in Article 3, point (n) of Regulation (EU) 2015/757;	(57) 'ship at berth' means ***a ship which is securely moored at the quayside in a port falling under the jurisdiction of a Member State while it is loading, unloading, embarking or disembarking passengers or hotelling, including the time spent when not engaged in cargo or passenger operations***~~ship at berth as defined in Article 3, point (n) of Regulation (EU) 2015/757~~;	*deleted*	
Article 2, point (58)				
142	(58) 'shore-side electricity supply' means the provision of shore-side electrical power through a standardised interface to seagoing ships or inland waterway vessels at berth;	(58) 'shore-side electricity supply' means the provision of shore-side electrical power through a standardised ~~interface~~***fixed, floating or mobile installation*** to seagoing ships or inland waterway vessels at berth;	(58) 'shore-side electricity supply' means the provision of shore-side electrical power through a standardised interface to seagoing ships or inland waterway vessels**, moored at the quayside**~~ at berth~~;	
Article 2, point (59)				

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143	(59) 'smart recharging' means a recharging operation in which the intensity of electricity delivered to the battery is adjusted in real-time, based on information received through electronic communication;	(59) 'smart recharging' means a recharging operation in which the intensity of electricity delivered to the battery is adjusted in real-time, based on information received through electronic communication;	(59) 'smart recharging' means a recharging operation in which the intensity of electricity delivered to the battery is adjusted ~~in real-time~~**dynamically**, based on information received through electronic communication;	
Article 2, point (60)				
144	(60) 'static data' means data that do not change often or on a regular basis;	(60) 'static data' means data that do not change often or on a regular basis;	(60) 'static data' means data that do not change often or on a regular basis;	
Article 2, point (61)				
145	(61) 'TEN-T comprehensive network' means a network as defined in Article 9 of Regulation (EU) No 1315/2013;	(61) 'TEN-T comprehensive network' means a network as defined in Article 9 of Regulation (EU) No 1315/2013;	(61) 'TEN-T comprehensive network' means a network as defined in Article 9 of Regulation (EU) No 1315/2013;	
Article 2, point (62)				
146	(62) 'TEN-T core network' means a network as defined in Article 38 of Regulation (EU) No 1315/2013;	(62) 'TEN-T core network' means a network as defined in Article 38 of Regulation (EU) No 1315/2013;	(62) 'TEN-T core network' means a network as defined in Article 38 of Regulation (EU) No 1315/2013;	
Article 2, point (63)				
147	(63) 'TEN-T core inland waterway port and TEN-T comprehensive inland waterway port' means an inland waterway port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	(63) 'TEN-T core inland waterway port and TEN-T comprehensive inland waterway port' means an inland waterway port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	(63) 'TEN-T core inland waterway port and TEN-T comprehensive inland waterway port' means an inland waterway port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	
Article 2, point (64)				

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148	(64) 'TEN-T core maritime port and TEN-T comprehensive maritime port' means a maritime port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	(64) 'TEN-T core maritime port and TEN-T comprehensive maritime port' means a maritime port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	(64) 'TEN-T core maritime port and TEN-T comprehensive maritime port' means a maritime port of the TENT-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;	
Article 2, point (65)				
149	(65) 'transmission system operator' means a system operator as defined in Art 2, point (35) of Directive (EU) 2019/944;	(65) 'transmission system operator' means a system operator as defined in Art 2, point (35) of Directive (EU) 2019/944;	(65) 'transmission system operator' means a system operator as defined in Art 2, point (35) of Directive (EU) 2019/944;	
Article 2, point (66)				
150	(66) 'urban node' means an urban node as defined in Article 3, point (p) of Regulation (EU No) 1315/2013.	(66) 'urban node' means an urban node as defined in Article 3, point (p) of Regulation (EU No) 1315/2013.	(66) 'urban node' means an urban node as defined in Article 3, point (p) of Regulation (EU No) 1315/2013.	
Article 3				
151	Article 3 Targets for electric recharging infrastructure dedicated to light-duty vehicles	Article 3 Targets for electric recharging infrastructure dedicated to light-duty vehicles	Article 3 Targets for electric recharging infrastructure dedicated to light-duty vehicles	Article 3 Targets for electric recharging infrastructure dedicated to light-duty vehicles
Article 3(1), first subparagraph, introductory part				
152	1. Member States shall ensure that:	1. Member States shall ensure that:	1. Member States shall ensure that~~:~~**, in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles and provide sufficient**	

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			power output for those vehicles.	
Article 3(1), first subparagraph, first indent				
153	- publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles;	- publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles;	*deleted* integrated in the first subparagraph of the introductory part (line 152)	
Article 3(1), first subparagraph, second indent				
154	- in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed that provide sufficient power output for those vehicles.	- in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed ***in a manner that supports territorial balance and multimodal travelling*** that provide sufficient power output for those vehicles~~.~~***;***	*deleted* integrated in the first subparagraph of the introductory part (line 152)	
Article 3(1), first subparagraph, third indent				
154a		***- a sufficient number of publicly accessible recharging stations for light-duty vehicles is deployed on public roads in residential areas where vehicles typically park for extended periods of time;***		
Article 3(1), first subparagraph, fourth indent				
154b		***- a sufficient number of publicly accessible recharging stations for light-duty vehicles is enabled for smart and bi-directional charging;***		

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Article 3(1), first subparagraph, fifth indent				
154c		***- the grid connection and the grid capacity are provided.***		
Article 3(1), second subparagraph				
155	To that end Member States shall ensure that, at the end of each year, starting from the year referred to in Article 24, the following power output targets are met cumulatively:	To that end Member States shall ensure that, at the end of each year, starting from the year referred to in Article 24, the following power output targets are met cumulatively:	To that end**,** Member States shall ensure that, at the end of each year, starting from the year **of the date of application as** referred to in Article 24, the following power output targets are met cumulatively:	
Article 3(1), point (a)				
156	(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations; and	(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least ~~1~~***3*** kW is provided**,** through publicly accessible recharging stations***, if the share of the total projected light-duty vehicle fleet represented by battery electric light-duty vehicles in that Member State is less than 1%***; ~~and~~	(a) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations; and	
Article 3(1), second subparagraph, point (aa)				
156a		***(aa) for each battery electric light-duty vehicle registered in their territory, a total power output of 2,5 kW is provided through publicly accessible***		

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		recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 1 % or greater than 1 % but below 2,5 %;		
Article 3(1), second subparagraph, point (ab)				
156b		***(ab) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 2 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 2,5 % or greater than 2,5 % but below 5 %;***		
Article 3(1), second subparagraph, point (ac)				
156c		***(ac) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1,5 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 5 % or greater than 5 % but below 7,5***		

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		%; and		
Article 3(1), second subparagraph, point (ad)				
156d		***(ad) for each battery electric light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations if the share of battery electric light-duty vehicles in relation to the total projected light-duty vehicle fleet in that Member State is 7,5 % or greater;***		
Article 3(1), point (b)				
157	(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 0.66 kW is provided through publicly accessible recharging stations.	(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least ~~*0.662*~~ kW is provided through publicly accessible recharging stations~~.~~ ***if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is less than 1 %;***	(b) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 0.66 kW is provided through publicly accessible recharging stations.	
Article 3(1), second subparagraph, point (ba)				
157a		***(ba) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 1.65 kW is provided through publicly accessible recharging***		

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		stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 1 % or greater than 1 % but below 2,5 %;		
Article 3(1), second subparagraph, point (bb)				
157b		***(bb) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 1,33 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 2,5 % or greater than 2, 5 % but below 5 %;***		
Article 3(1), second subparagraph, point (bc)				
157c		***(bc) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 1 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 5 % or greater than 5 % but below 7,5 %; and***		
Article 3(1), second subparagraph, point (bd)				

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157d		***(bd) for each plug-in hybrid light-duty vehicle registered in their territory, a total power output of at least 0,66 kW is provided through publicly accessible recharging stations if the share of electric vehicles in relation to the total projected vehicle fleet in that Member State is 7,5 % or greater.***		
Article 3(1a), first subparagraph				
157e			**1a. When the share of battery electric light-duty vehicles compared to the total fleet of ligh-duty vehicles registered in the territory of a Member State reaches at least 20% and the Member State demonstrates that the implementation of the requirements set out in the second subparagraph of paragraph 1 has adverse effects by discouraging private investments and is no longer justified, that Member State may submit to the Commission a reasoned request for the authorisation to apply lower requirements in terms of level of total power output or to cease to apply such requirements.**	

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Article 3(1a), second subparagraph				
157f			**The Commission shall, within 6 months, adopt a decision, on that request, as justified in each case.**	
Article 3(1a), first subparagraph				
157g		***1a. Without prejudice to paragraph 1, second subparagraph, point (a), Member States shall ensure a deployment of minimum power output targets of recharging infrastructure at national level that is sufficient for:***		
Article 3(1a), first subparagraph, first indent				
157h		***- 3 % of the total projected light-duty vehicle fleet by 31 December 2027;***		
Article 3(1a), first subparagraph, second indent				
157i		***- 5 % of the total projected light-duty vehicle fleet by 31 December 2030;***		
Article 3(2), introductory part				
158	2. Member States shall ensure a minimum coverage of publicly accessible recharging points	2. Member States shall ensure a minimum coverage of publicly accessible recharging points	2. Member States shall ensure a minimum coverage of publicly accessible recharging points	

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	dedicated to light-duty vehicles on the road network in their territory. To that end, Member States shall ensure that:	dedicated to light-duty vehicles on the road network in their territory. To that end, Member States shall ensure that:	dedicated to light-duty vehicles on the road network in their territory. To that end, Member States shall ensure that:	
Article 3(2), point (a)				
159	(a) along the TEN-T core network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	(a) along the TEN-T core network ***and comprehensive network***, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	(a) along the TEN-T core network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	
Article 3(2), point (a)(i)				
160	(i) by 31 December 2025, each recharging pool shall offer a power output of at least 300 kW and include at least one recharging station with an individual power output of at least 150 kW;	(i) by 31 December 2025, each recharging pool shall offer a power output of at least ~~*300*~~***600*** kW and include at least one recharging station with an individual power output of at least ~~*150*~~***300*** kW;	(i) by 31 December 2025, each recharging pool shall offer a power output of at least 300 kW and include at least one recharging ~~station~~**point** with an individual power output of at least 150 kW;	
Article 3(2), point (a)(ii)				
161	(ii) by 31 December 2030, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging stations with an individual power output of at least 150 kW;	(ii) by 31 December 2030, each recharging pool shall offer a power output of at least ~~*600*~~***900*** kW and include at least two recharging stations with an individual power output of at least ~~*150*~~***350*** kW;	(ii) by 31 December 2030, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging ~~stations~~**points** with an individual power output of at least 150 kW;	

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Article 3(2), point (b)				
162	(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	*deleted*	*(b)* along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to light-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	
Article 3(2), point (b)(i)				
163	(i) by 31 December 2030, each recharging pool shall offer a power output of at least 300 kW and include at least one recharging station with an individual power output of at least 150 kW;	*deleted*	(i) by 31 December 2030, each recharging pool shall offer a power output of at least 300 kW and include at least one recharging ~~station~~**point** with an individual power output of at least 150 kW;	
Article 3(2), point (b)(ii)				
164	(ii) by 31 December 2035, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging stations with an individual power output of at least 150 kW.	*deleted*	(ii) by 31 December 2035, each recharging pool shall offer a power output of at least 600 kW and include at least two recharging ~~stations~~**points** with an individual power output of at least 150 kW.	
Article 3(2a)				
164a			**2a. A single publicly accessible**	

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			recharging pool dedicated to light-duty vehicles may be deployed along TEN-T roads for both directions of travel provided that such pool is easily accessible from both directions of travel, that appropriate signposting is deployed and that the requirements set out in paragraph 2 in terms of distance, total power output of the pool, number of points and power output of single points are complied with as for two directions of travel.	
Article 3(2b)				
164b			**2b. By way of derogation from paragraph 2a, along TEN-T roads with a total annual average daily traffic of less than 10.000 light-duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may provide that a publicly accessible recharging pool dedicated to light-duty vehicles may serve both directions of travel while meeting the requirements set out in paragraph 2 in terms of distance, total power output of the pool, number of points and**	

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			power output of single points applicable for a single direction of travel provided that the recharging pool is easily accessible from both directions of travel and that appropriate signposting is deployed. Member States shall notify such derogations to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.	
Article 3(2c)				
164c			**2c. By way of derogation from paragraph 2, along TEN-T roads with a total annual average daily traffic of less than 10.000 light-duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may reduce up to 50% the total power output of a publicly accessible recharging pool dedicated to light-duty vehicles required pursuant to paragraph 2, provided that such recharging pool serves only one direction of travel and that the other requirements set out in paragraph 2 in terms of distance,**	

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			number of points and power output of single points are complied with. Member States shall notify such derogations to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.	
Article 3(2d), first subparagraph				
164d			**2d. By way of derogation from the requirement relating to the maximum distance of 60 km between the publicly accessible recharging pools dedicated to light-duty vehicles set out in paragraph 2, points (a) and (b), Member States may allow a higher distance of up to 100 km for such recharging pools along TEN-T roads with a total annual average daily traffic of less than 4.000 light-duty vehicles provided that appropriate signposting regarding distance between recharging pools is deployed. Member States shall notify any derogation pursuant to this paragraph to the Commission. They shall review them every two years in the framework of the national**	

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			progress report referred to in Article 14.	
Article 3(2d), second subparagraph				
164e			**Where a derogation has been notified by a Member State pursuant to this paragraph, the requirements set out in paragraph 2, points (a) and (b), in terms of maximum distance between recharging pools shall be deemed as being met for the purposes of paragraphs 2a, 2b and 2c.**	
Article 3(2a)				
164f		***2a. In the case of rapid market uptake of electric vehicles in any relevant reporting period, Member States should shorten the deadlines specified in paragraph 2 accordingly and increase the targets for recharging pools accordingly.***		
Article 3(2b), introductory part				
164g		***2b. If the costs are disproportionate to the benefits, including environmental benefits, Member States may decide not to apply paragraphs 1 and 2 of this***		

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		Article to:		
Article 3(2b), point (a)				
164h		***(a) outermost regions of the Union, as referred to in Article 349 of the Treaty on the Functioning of the European Union; or***		
Article 3(2b), point (b)				
164i		***(b) islands that are not connected to mainland energy networks, falling under the definition of small connected systems or isolated systems according to Directive 2019/944.***		
Article 3(2b), first subparagraph				
164j		***In such cases, that Member State shall justify its decisions to the Commission and shall make available all relevant information in its national policy frameworks.***		
Article 3(2c)				
164k		***2c. Following a reasoned request by a Member State the Commission may grant an exemption from the requirement laid down in paragraph 2 for***		

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		TEN-T roads with a total annual average daily traffic of less than 2000 light-duty vehicles, provided that the infrastructure cannot be justified in socio-economic cost-benefit terms. When granted, a Member State may on such roads deploy, a single publicly accessible recharging pool which serves both directions of travel, while meeting the requirements set out in paragraph 2 in terms of distance, total power output of the pool, number of points and power output of single points applicable for a single direction of travel, provided that the recharging pool is easily accessible from both directions of travel. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request submitted by the Member State.		
Article 3(2d)				
164l		***2d. Following a reasoned request by a Member State the Commission may grant an exemption from the maximum distance requirement laid down in paragraph 2 of this Article for TEN-T roads with a total annual***		

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		average daily traffic of less than 1500 light-duty vehicles, provided that the infrastructure cannot be justified in socio-economic cost-benefit terms. Where such a derogation is granted, Member States may allow a higher maximum distance of up to 100km between recharging points. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request submitted by the Member State.		
Article 3(2e)				
164m		***2e. 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.***		
Article 3(3)				
165	3. Neighbouring Member States shall ensure that the maximum distances referred to in points (a)	3. Neighbouring Member States shall ***take the necessary measures to*** ensure that the maximum	3. Neighbouring Member States shall ensure that the maximum distances referred to in **paragraph**	

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	and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	**2,** points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	
Article 3(3a)				
165a		***3a. The Commission shall take the necessary measures to ensure the cooperation with third-countries, especially candidate countries and those third countries, in which transit corridors connecting Member States, are situated.***		
Article 4				
166	Article 4 Targets for electric recharging infrastructure dedicated to heavy-duty vehicles	Article 4 Targets for electric recharging infrastructure dedicated to heavy-duty vehicles	Article 4 Targets for electric recharging infrastructure dedicated to heavy-duty vehicles	
Article 4(1), introductory part				
167	1. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to heavy-duty vehicles in their territory. To that end, Member States shall ensure that:	1. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to heavy-duty vehicles in their territory. To that end, Member States shall ensure that:	1. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to heavy-duty vehicles in their territory. To that end, Member States shall ensure that:	
Article 4(1), point (a01)				

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167a			**(a01) by 31 December 2025, at least along 15 % of the length of the TEN-T network, publicly accessible recharging pools dedicated to heavy-duty vehicles are deployed in each direction of travel and that each recharging pool offers a power output of at least 1400 kW and includes at least one recharging point with an individual power output of at least 350 kW;**	
Article 4(1), point (a02)				
167b			**(a02) by 31 December 2027, at least along 40 % of the length of the TEN-T network, publicly accessible recharging pools dedicated to heavy-duty vehicles are deployed in each direction of travel and that each recharging pool:**	
Article 4(1), point (a02)(i)				
167c			**(i) along the TEN-T core network, offers a power output of at least 2800 kW and includes at least two recharging points with an individual power output of at least 350 kW;**	

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Article 4(1), point (a02)(ii)				
167d			**(ii) along the TEN-T comprehensive network, offers a power output of at least 1 400 kW and includes at least one recharging point with an individual power output of at least 350 kW;**	
Article 4(1), point (a)				
168	(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:	(a) **by 31 December 2030,** along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-duty vehicles ~~and meeting the following requirements~~ are deployed in each direction of travel with a maximum distance of 60 km in-between them~~:~~ **and that each recharging pool offers a power output of at least 3500 kW and includes at least two recharging points with an individual power output of at least 350 kW;**	
Article 4(1), point (a)(i)				
169	(i) by 31 December 2025, each recharging pool shall offer a power output of at least 1400 kW and include at least one recharging station with an individual power	(i) by 31 December 2025, each recharging pool shall offer a power output of at least ~~*1400*~~***2000*** kW and include at least ~~*one*~~***two*** recharging station with an	*deleted* targets for 2025 and 2027 have been expressed in paragraph (ao1 – a02)	

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	output of at least 350 kW;	individual power output of at least ~~350~~***800*** kW;		
Article 4(1), point (a)(ii)				
170	*(ii)* by 31 December 2030, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations with an individual power output of at least 350 kW;	(ii) by 31 December 2030, each recharging pool shall offer a power output of at least ~~3500~~***5000*** kW and include at least ~~two~~***four*** recharging stations with an individual power output of at least ~~350~~***800*** kW;	*deleted* target for 2030 has been integrated in paragraph (a)	
Article 4(1), point (b)				
171	*(b)* along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 100 km in-between them:	(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 100 km in-between them:	(b) **by 31 December 2030,** along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles ~~and meeting the following requirements~~ are deployed in each direction of travel with a maximum distance of 100 km in-between them~~:~~ **and each recharging pool offers a power output of at least 1400 kW and includes at least one recharging point with an individual power output of at least 350 kW;**	
Article 4(1), point (b)(i)				
172	(i) by 31 December 2030, each recharging pool shall offer a power	(i) by 31 December 2030, each recharging pool shall offer a power	*deleted*	

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	output of at least 1400 kW and include at least one recharging station with an individual power output of at least 350 kW;	output of at least ~~1400~~***2000*** kW and include at least one recharging station with an individual power output of at least ~~350~~***800*** kW;	target for 2030 has been integrated in paragraph (b)	
Article 4(1), point (b)(ii)				
173	*(ii)* by 1 December 2035, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations with an individual power output of at least 350 kW;	(ii) by 1 December 2035, each recharging pool shall– offer a power output of at least ~~3500~~***5000*** kW and include at least two recharging stations with an individual power output of at least ~~350~~***800*** kW;	*deleted* target for 2035 will be subject to the Commission review	
Article 4(1), point (ba)				
173a		***(ba) following a reasoned request by a Member State the Commission may grant an exemption from the requirement laid down in paragraph 1 for TEN-T roads with a total annual average daily traffic of less than 800 heavy-duty vehicles, provided that the infrastructure cannot be justified in socio-economic cost-benefit terms. When granted, a Member State may on such roads deploy, a single publicly accessible recharging pool which serves both directions of travel, while meeting the requirements set out in paragraph 1 in terms of distance,***		

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		total power output of the pool, number of points and power output of single points applicable for a single direction of travel, provided that the recharging pool is easily accessible from both directions of travel. The Commission shall grant such exemptions in duly justified cases, after an assessment of the reasoned request submitted by the Member State;		
Article 4(1), point (bb)				
173b		***(bb) following a reasoned request by a Member State the Commission may grant an exemption from the maximum distance requirement laid down in paragraph 1 of this Article for TEN-T roads with a total annual average daily traffic of less than 600 heavy-duty vehicles, provided that the infrastructure cannot be justified in socio-economic cost-benefit terms. Where such a derogation is granted, Member States may allow a higher maximum distance of up to 100km between recharging points. The Commission shall grant such exemptions in duly justified cases, after an assessment of the***		

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		reasoned request submitted by the Member State;		
Article 4(1), point (c)				
174	(c) by 31 December 2030, in each safe and secure parking area at least one recharging station dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed;	(c) by 31 December ~~2030~~***2027***, in each safe and secure parking area at least ~~one~~***two*** recharging ~~station~~***stations*** dedicated to heavy-duty vehicles with a power output of at least 100 kW ~~is~~***are*** installed ***and enabled for smart and bi-directional charging***;	(c) by 31 December 2030, in each safe and secure parking area at least one **publicly accessible** recharging station dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed;	
Article 4(1), point (ca)				
174a		***(ca) by 31 December 2030, in each safe and secure parking area, at least four recharging stations dedicated to heavy-duty vehicles with a power output of at least 100 kW are installed and enabled for smart and bi-directional charging;***		
Article 4(1), point (d)				
175	(d) by 31 December 2025, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 600 kW are deployed, provided by recharging stations with an	(d) by 31 December 2025, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least ~~600~~***1 400*** kW are deployed, provided by recharging stations	(d) by 31 December 2025, in each urban node**, or their vicinity,** publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 600 kW are deployed, provided by	

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	individual power output of at least 150 kW;	with an individual power output of at least ~~150~~***350*** kW;	recharging stations with an individual power output of at least 150 kW;	
Article 4(1), point (e)				
176	(e) by 31 December 2030, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 1200 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW.	(e) by 31 December 2030, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least ~~1200~~***3 500*** kW are deployed, provided by recharging stations with an individual power output of at least ~~150~~***350*** kW.	(e) by 31 December 2030, in each urban node**, or their vicinity,** publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 1200 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW.	
Article 4(1a), introductory part				
176a			**1a. The calculation of the percentage of the length of TEN-T network referred to in points (a01) and (a02) of paragraph 1, shall be based on the following elements:** The formula for calculating the % of lenght of the TEN-T network	
Article 4(1a), point (a)				
176b			**(a) for the calculation of the denominator: the total length of**	

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			the TEN-T network within the territory of the Member State;	
Article 4(1a), point (b)				
176c			**(b) for the calculation of the numerator: the cumulated length of the sections of the TEN-T network between two publicly accessible recharging pools dedicated to heavy-duty vehicles; sections of the TEN-T network between two recharging pools that are more than 120 km apart shall not be taken into account when calculating the numerator.**	
Article 4(1b)				
176d			**1b. A single publicly accessible recharging pool dedicated to heavy-duty vehicles may be deployed along TEN-T roads for both directions of travel provided that such pool is easily accessible from both directions of travel, that appropriate signposting is deployed and that the requirements set out in paragraph 1 in terms of distance, total power output of the pool, number of points and power output of single points are complied with as for two**	

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			directions of travel.	
Article 4(1c)				
176e			**1c. By way of derogation from paragraph 1b, along TEN-T roads with a total annual average daily traffic of less than 2.000 heavy-duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may provide that a publicly accessible recharging pool dedicated to heavy-duty vehicles may serve both directions of travel while meeting the requirements set out in paragraph 1 in terms of distance, total power output of the pool, number of points and power output of single points applicable for a single direction of travel provided that the recharging pool is easily accessible from both directions of travel and that appropriate signposting is deployed. Member States shall notify such derogations to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.**	

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Article 4(1d)				
176f			**1d. By way of derogation from paragraph 1, along TEN-T roads with a total annual average daily traffic of less than 2.000 heavy-duty vehicles and where the infrastructure cannot be justified in socio-economic cost-benefit terms, Member States may reduce up to 50% the total power output of a publicly accessible recharging pool dedicated to heavy-duty vehicles required pursuant to paragraph 1, provided that such recharging pool serves only one direction of travel and that the requirements set out in paragraph 1 in terms of distance, number of points and power output of single points are complied with. Member States shall notify such derogations to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.**	
Article 4(1e), first subparagraph				
176g			**1e. By way of derogation from the requirement relating to the**	

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			maximum distance of 60 km between the publicly accessible recharging pools dedicated to heavy-duty vehicles set out in paragraph 1, point (a), Member States may allow a higher distance of up to 100 km for such recharging pools along roads of the TEN-T core network with a total annual average daily traffic of less than 800 heavy-duty vehicles provided that appropriate signposting regarding distance between recharging stations is deployed. Member States shall notify such derogations to the Commission. They shall review them every two years in the framework of the national progress report referred to in Article 14.	
Article 4(1e), second subparagraph				
176h			**Where a derogation has been notified by a Member State pursuant to this paragraph, the requirements set out in paragraph 1, point (a), in terms of maximum distance between recharging pool shall be deemed as being met for the purposes of paragraphs 1b, 1c and 1d.**	

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Article 4(1f), first subparagraph				
176i			**1g. By way of derogation from the requirements set out in paragraph 1, points (a01), (a02), (a) and (b) relating to the total power output of publicly accessible recharging pools dedicated to heavy-duty vehicles and from the requirements set out in paragraph 1, point (a) relating to the maximum distance between those pools, Cyprus may submit to the Commission a reasoned request for the authorisation to apply lower requirements in terms of level of total power output of publicly accessible recharging pools dedicated to heavy-duty vehicles and/or to apply a higher maximum distance of up to 100 km between those pools provided that such request, if authorised, will not impede the circulation of electric heavy-duty vehicles in that Member State.** **The Commission shall adopt a decision on that request, as justified, within six months. Any exemption granted pursuant to this paragraph shall be limited to a period of maximum four years,**	

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			after which it shall be reviewed by the Commission upon reasoned request by Cyprus.	
Article 4(1f), second subparagraph				
176j			**The Commission shall adopt a decision on that request, as justified, within six months. Any exemption granted pursuant to this paragraph shall be limited to a period of maximum four years, after which it shall be reviewed by the Commission upon reasoned request by Cyprus.**	
Article 4(1a)				
176k		***1a. The requirements referred to in paragraph 1, points (c), (ca), (d) and (e), shall apply in addition to the requirements set out in paragraph 1, points (a) and (b).***		
Article 4(1b)				
176l		***1b. The Commission shall consider whether to increase the individual power output referred to in paragraph 1, points (a), (b), (d), and (e), once the common technical specifications are available and supplemented in accordance with Annex II as part***		

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		of the review of this Regulation, pursuant to Article 22.		
Article 4(1c)				
176m		***1c. Member States shall ensure that the necessary electricity grid connection and grid capacity is provided. Therefore, Member States should, in coordination with the relevant stakeholders, carry out an analysis before 2025 in order to evaluate and plan the necessary grid reinforcements to the electricity grids.***		
Article 4(2)				
177	2. Neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	2. Neighbouring Member States shall ***take the necessary measures to*** ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	2. **By 31 December 2030,** neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) **of paragraph 1** are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network. **Before that date, attention shall be given to cross border sections and neighbouring Member States shall make all possible efforts to respect those maximum distances as soon as they deploy the recharging infrastructure along the cross border sections of the**	

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			TEN-T network.	
Article 4(2a)				
177a		***2a. The Commission shall take the necessary measures to ensure the cooperation with third countries, especially candidate countries and those third countries, in which transit corridors connecting Member States are situated.***		
Article 4(2b), introductory part				
177b		***2b. If the costs are disproportionate to the benefits, including the environmental benefits, a Member State may decide not to apply paragraph 1 and 2 of this Article to:***		
Article 4(2b), point (a)				
177c		***(a) outermost regions of the Union, as referred to in Article 349 of the Treaty on the Functioning of the European Union; or***		
Article 4(2b), point (b)				
177d		***(b) islands that are not connected to mainland energy networks,***		

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		falling under the definition of small connected systems or isolated systems according to Directive 2019/944.		
Article 4(2b), point (b), first subparagraph				
177e		***In such cases, Member States shall justify their decisions to the Commission and shall make available all relevant information in their national policy frameworks.***		
Article 5				
178	Article 5 Recharging infrastructure	Article 5 Recharging infrastructure	Article 5 Recharging infrastructure	
Article 5(1)				
179	1. Operators of publicly accessible recharging stations shall be free to purchase electricity from any Union electricity supplier, subject to the supplier's agreement.	1. Operators of publicly accessible recharging stations shall be free to purchase electricity from any Union electricity supplier, subject to the supplier's agreement.	*deleted*	
Article 5(2), first subparagraph				
180	*2.* Operators of recharging points shall, at the publicly accessible recharging points operated by them, provide end users with the possibility to recharge their electric vehicle on an ad hoc basis using a	2. Operators of recharging points shall, at the publicly accessible recharging points operated by them, provide end users with the possibility to recharge their electric vehicle on an ad hoc basis using a	2. Operators of recharging points shall, at the publicly accessible recharging points operated by them, provide end users with the possibility to recharge their electric vehicle on an ad hoc basis ~~using a~~	

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	payment instrument that is widely used in the Union. To that end:	payment instrument that is widely used in the Union. To that end:	~~payment instrument that is widely used in the Union. To that end:~~**.**	
Article 5(2), second subparagraph				
180a			**At those recharging points deployed from the date of application referred to in Article 24, ad hoc charging shall be possible using a payment instrument that is widely used in the Union. To that end, operators of recharging points shall, at those points, accept electronic payments through terminals and devices used for payment services, including at least one of the following:**	
Article 5(2), second subparagraph, point (a)				
180b			**(a) payment card readers;**	
Article 5(2), second subparagraph, point (b)				
180c			**(b) devices with a contactless functionality that is at least able to read payment cards;**	
Article 5(2), second subparagraph, point (c)				

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180d			**(c) for publicly accessible recharging points with a power output below 50 kW, devices using an internet connection and allowing for a secure payment transaction such as those generating a specific Quick Response code.**	
Article 5(2), point (a)				
181	(a) operators of recharging points shall, at publicly accessible recharging stations with a power output below 50 kW, deployed from the date referred to in Article 24, accept electronic payments through terminals and devices used for payment services, including at least one of the following:	(a) operators of recharging points shall, at publicly accessible recharging stations ~~*with a power output below 50 kW,*~~ deployed from ~~*the date referred to in Article 24*~~***[date of entry into force of this Regulation]***, accept electronic payments through terminals and devices used for payment services, including at least ~~*one of the following:*~~***payment card readers or devices with a contactless functionality that is at least able to read payment cards. 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.***	*deleted*	

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Article 5(2), point (a)(i)				
182	*(i)* payment card readers;	*deleted*	*deleted*	
Article 5(2), point (a)(ii)				
183	*(ii)* devices with a contactless functionality that is at least able to read payment cards;	*deleted*	*deleted*	
Article 5(2), point (a)(iii)				
184	*(iii)* devices using an internet connection with which for instance a Quick Response code can be specifically generated and used for the payment transaction;	*deleted*	*deleted*	
Article 5(2), point (b)				
185	*(b)* operators of recharging points shall, at publicly accessible recharging stations with a power output equal to or more than 50 kW, deployed from the date referred to in Article 24, accept electronic payments through terminals and devices used for payment services, including at least one of the following:	*deleted*	*deleted*	

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Article 5(2), point (b)(i)				
186	*(i)* payment card readers;	*deleted*	*deleted*	
Article 5(2), point (b)(ii)				
187	*(ii)* devices with a contactless functionality that is at least able to read payment cards.	*deleted*	*deleted*	
Article 5(2), second subparagraph				
188	From 1 January 2027 onwards, operators of recharging points shall ensure that all publicly accessible recharging stations with a power output equal to or more than 50 kW operated by them comply with the requirement in point (b).	From 1 January 2027 onwards, operators of recharging points shall ensure that all publicly accessible recharging stations ~~*with a power output equal to or more than 50 kW*~~ operated by them comply with the ~~*requirement in point (b)*~~***requirements laid down in this paragraph***.	From 1 January 2027 onwards, operators of recharging points shall ensure that all publicly accessible recharging ~~stations with~~**points operated by them, including those points deployed before the date of application referred to in Article 24, that meet the requirements set out in Article 3(2) and have** a power output equal to or more than 50 kW ~~operated by them~~**,** comply with the ~~requirement in point~~**requirements set out in points (a) or** (b). becomes the third subparagraph	

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Article 5(2), new subparagraph				
188a			**One payment terminal or device referred to in the second subparagraph may serve several recharging points within a recharging pool.** becomes the fourth subparagraph	
Article 5(2), third subparagraph				
189	The requirements laid down in points (a) and (b) shall not apply to publicly accessible recharging points that do not require payment for the recharging service.	The requirements laid down in ~~*points (a) and (b)*~~***this paragraph*** shall not apply to publicly accessible recharging points that do not require payment for the recharging service.	The requirements laid down in ~~points (a) and (b)~~**this paragraph** shall not apply to publicly accessible recharging points that do not require payment for the recharging service. becomes the fifth subparagraph	
Article 5(3)				
190	3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, ensure that end users always have the right not to	3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, ensure that end users always have the right not to	3. Operators of recharging points shall, when they offer automatic authentication at a publicly accessible recharging point operated by them, ensure that end users always have the right not to	

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	make use of the automatic authentication and may either recharge their vehicle on an ad hoc basis, as provided for in paragraph 3, or use another contract-based recharging solution offered at that recharging point. Operators of recharging points shall transparently display that option and offer it in a convenient manner to the end user, at each publicly accessible recharging point that they operate and where they make available automatic authentication.	make use of the automatic authentication and may either recharge their vehicle on an ad hoc basis, as provided for in paragraph 3, or use another contract-based recharging solution offered at that recharging point. Operators of recharging points shall transparently display that option and offer it in a convenient manner to the end user, ***and shall ensure that e-roaming is available,*** at each publicly accessible recharging point that they operate and where they make available automatic authentication.	make use of the automatic authentication and may either recharge their vehicle on an ad hoc basis, as provided for in paragraph ~~3~~**2**, or use another contract-based recharging solution offered at that recharging point. Operators of recharging points shall transparently ~~display~~**show** that option and offer it in a convenient manner to the end user, at each publicly accessible recharging point that they operate and where they make available automatic authentication.	
Article 5(4)				
191	4. Prices charged by operators of publicly accessible recharging points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible recharging points shall not discriminate between the prices charged to end users and prices charged to mobility service providers nor between prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated in a	4. ***Operators of publicly accessible recharging points shall ensure that any mobility service provider has access to the recharging stations operated by them in a non-discriminatory manner.*** Prices charged by operators of publicly accessible recharging points shall be reasonable ***and affordable***, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible recharging points shall not discriminate	4. Prices charged by operators of publicly accessible recharging points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible recharging points shall not discriminate between the prices charged to end users and prices charged to mobility service providers nor between prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated in a	

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	proportionate manner, according to an objective justification.	between the prices charged to end users and prices charged to mobility service providers nor between prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated in a proportionate manner, according to an objective justification ***or based on contractual terms***.	proportionate manner, according to an objective justification.	
Article 5(4a)				
191a		***4a. Member States shall take appropriate measures to prevent unfair practices that target consumers, including in relation to the prices set for the use of publicly accessible charging points, such as price gouging, with the overall objective of safeguarding competition on the market and consumer rights. The adoption of such measures shall be based on regular monitoring of pricing and practices of vehicle producers and recharging point operators. The Member States shall notify the Commission of the adoption of such measures by the appropriate regulatory authority.***		

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Article 5(5), first subparagraph, introductory part				
192	5. Operators of recharging points shall clearly display the ad hoc price and all its components at all publicly accessible recharging stations operated by them so that these are known to end users before they initiate a recharging session. At least the following price components, if applicable at the recharging station, shall be clearly displayed:	5. Operators of recharging points shall clearly display the ad hoc price ***per kWh*** and all its components at all publicly accessible recharging stations operated by them so that ~~*these are*~~***this information is*** known to end users before they initiate a recharging session.~~ *At least the following price components, if applicable at the recharging station, shall be clearly displayed:*~~	5. Operators of recharging points shall clearly ~~display the ad hoc price and all its components~~**make the information on the ad hoc price available** at all publicly accessible recharging stations operated by them so that ~~these are~~**this information is** known to end users before they initiate a recharging session. ~~At least the following~~**This information shall include all** price components~~, if applicable at the~~ **charged by the operator to calculate the price of a** recharging ~~station, shall be clearly displayed:~~**session such as price per session, price per minute or price per kWh.**	
Article 5(5), second subparagraph				
192a			**With respect to publicly accessible recharging points with a power output equal to or more than 50 kW, deployed from the date of application referred to in Article 24 and with respect to those recharging points referred to in the third subparagraph of paragraph 2, this information**	

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			shall be clearly shown at the recharging station.	
Article 5(5), first subparagraph, first indent				
193	- price per session,	*deleted*	deleted integrated in the first subparagrpah of this paragrap (row 192)	
Article 5(5), first subparagraph, second indent				
194	- price per minute,	*deleted*	deleted integrated in the first subparagrpah of this paragrap (row 192)	
Article 5(5), first subparagraph, third indent				
195	- price per kWh.	*deleted*	deleted integrated in the first subparagrpah of this paragrap (row 192)	
Article 5(6)				
196				

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	6. Prices charged by mobility service providers to end users shall be reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of recharging point, applicable e-roaming costs and other fees or charges applied by the mobility service provider. The fees shall be reasonable, transparent and non-discriminatory. No extra charges for cross-border e-roaming shall be applied.	6. Prices charged by mobility service providers to end users shall be reasonable ***and affordable***, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly ~~*distinguishing*~~***displaying*** the price ~~*components*~~***per kWh*** charged by the operator of ***the*** recharging point, applicable e-roaming costs and other fees or charges applied by the mobility service provider. The fees shall be reasonable ***and affordable***, transparent and non-discriminatory. No extra charges for cross-border e-roaming shall be applied.	6. Prices charged by mobility service providers to end users shall be reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly distinguishing **all** the price components~~ charged by the operator of recharging point,~~**, including** applicable e-roaming costs and other fees or charges applied by the mobility service provider. The fees shall be reasonable, transparent and non-discriminatory. No extra charges for cross-border e-roaming shall be applied.	
Article 5(6a)				
196a		***6a. Operators of smart or bi-directional recharging points shall make available information that they receive from transmission system operators, electricity suppliers, or via their own electricity production, on the***		

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		share of renewable electricity in the transmission system and the associated greenhouse gas emissions. That information shall be made available in regular real time intervals, it shall be accompanied by forecasting, where available, and, where applicable, the terms of the contract with the electricity provider shall apply.		
Article 5(7)				
197	7. From the date referred to in Article 24, operators of recharging points shall ensure that all publicly accessible recharging points operated by them are digitally-connected recharging points.	7. From ~~*the date referred to in Article 24*~~***[date of entry into force of this Regulation]***, operators of recharging points shall ensure that all ***newly built or renovated*** publicly accessible recharging points operated by them are digitally-connected***, include e-roaming functionality and their location and status are easily visible online*** ~~*recharging points*~~.	7. ~~From~~**No later than 1 year after** the date **of application as** referred to in Article 24, operators of recharging points shall ensure that all publicly accessible recharging points operated by them are digitally-connected recharging points.	
Article 5(8)				
198	8. From the date referred to in Article 24, operators of recharging points shall ensure that all publicly accessible normal power	8. From ~~*the date referred to in Article 24*~~***[date of entry into force of this Regulation]***, operators of recharging points shall ensure that	8. ~~From the date referred to in Article 24,~~ Operators of recharging points shall ensure that all publicly accessible normal power	

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	recharging points operated by them are capable of smart recharging.	all ***newly built or renovated*** publicly accessible ~~*normal power*~~ recharging points operated by them are capable of smart recharging.	recharging points **built or renovated after the date of application referred to in Article 24** operated by them are capable of smart recharging.	
Article 5(8a), introductory part				
198a		***8a. Operators of publicly accessible recharging points shall ensure that:***		
Article 5(8a), point (a)				
198b		***(a) the recharging stations operate in a proper condition throughout their commercial lifetime and that the functionalities set out in paragraphs 2 to 5 are always available to end users, with regular m Maintenance and repair operations being executed as soon as any malfunction is detected;***		
Article 5(8a), point (b)				
198c		***(b) all publicly accessible recharging points operated by them comply with provisions of***		

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		directive (EU) 2016/1148 of the European Parliament and of the Council of 6 July 2016 concerning measures for a high common level of security of network and information systems across the Union.		
Article 5(9)				
199	9. Member States shall take the necessary measures to ensure that appropriate signposting is deployed within parking and rest areas on the TEN-T road network where alternative fuels infrastructure is installed, to enable easy identification of the exact location of the alternative fuels infrastructure.	9. ***From [date of entry into force of this Regulation],*** Member States shall take the necessary measures to ensure that appropriate signposting is deployed within parking and rest areas on the TEN-T road network where alternative fuels infrastructure is installed, to enable easy identification of the exact location of the alternative fuels infrastructure. ***Signposting shall 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.***	*deleted*	
Article 5(9a)				
199a		***9a. Member States shall encourage operators to take***		

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		necessary measures to offer standardised and fully interoperable information systems providing information about the availability of recharging points. Such systems shall be precise, user-friendly and operable in the official language(s) of the Member State and in English.		
Article 5(10)				
200	10. Operators of publicly accessible recharging points shall ensure that all direct current (DC) publicly accessible recharging points operated by them have a fixed recharging cable installed.	10. Operators of publicly accessible recharging points shall ensure that all direct current (DC) publicly accessible recharging points operated by them have a fixed recharging cable installed.	10. **No later than 1 year after the date of application as referred to in Article 24, the** operators of publicly accessible recharging points shall ensure that all direct current (DC) publicly accessible recharging points operated by them have a fixed recharging cable installed.	
Article 5(11)				
201	11. Where the operator of a recharging point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, a recharging point with the technical characteristics which enable the operator to	11. Where the operator of a recharging point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, a recharging point with the technical characteristics which enable the operator to	11. Where the operator of a recharging point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, a recharging point with the technical characteristics which enable the operator to	

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	comply with the obligation set out in paragraphs 1, 3, 7, 8 and 10.	comply with the obligation set out in paragraphs 1, 3, 7, 8 and 10.	comply with the obligation set out in paragraphs ~~1,~~ 3, 7, 8 and 10.	
Article 5(11a)				
201a		***11a. Operators of publicly accessible recharging points shall ensure that the necessary contact information for local emergency services is clearly displayed at charging stations.***		
Article 5(11b)				
201b		***11b. At unattended charging stations, Member States shall facilitate the installation of camera surveillance systems and an emergency call button for immediate contact with local emergency services.***		
Article 6				
202	Article 6 Targets for hydrogen refuelling infrastructure of road vehicles	Article 6 Targets for hydrogen refuelling infrastructure of road vehicles	Article 6 Targets for hydrogen refuelling infrastructure of road vehicles	
Article 6(1), first subparagraph , introductory part				
203				

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	1. Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December 2030.	1. Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December ~~*2030*~~***2027***.	1. Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December 2030.	
Article 6(1), second subparagraph				
204	To that end Member States shall ensure that by 31 December 2030 publicly accessible hydrogen refuelling stations with a minimum capacity of 2 t/day and equipped with at least a 700 bars dispenser are deployed with a maximum distance of 150 km in-between them along the TEN-T core and the TEN-T comprehensive network. Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of 450 km in-between them.	To that end Member States shall ensure that by 31 December ~~*2030*~~***2027*** publicly accessible hydrogen refuelling stations with a minimum capacity of 2 t/day and equipped with at least a 700 bars dispenser are deployed with a maximum distance of ~~*150*~~***100*** km in-between them along the TEN-T core and the TEN-T comprehensive network. Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of ~~*450*~~***400*** km in-between them.	To that end Member States shall ensure that by 31 December 2030 publicly accessible hydrogen refuelling stations ~~with a minimum capacity of 2 t/day and~~ equipped with at least a 700 bars dispenser are deployed with a maximum distance of ~~150~~**200** km in-between them along the TEN-T core ~~and the TEN-T comprehensive~~ network. ~~Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of 450 km in-between them.~~	
Article 6(1), third subparagraph				
205	They shall ensure that by 31 December 2030, at least one publicly accessible hydrogen refuelling station is deployed in each urban node. An analysis on	They shall ensure that by 31 December ~~*2030,*~~***2027*** at least one publicly accessible hydrogen refuelling station is deployed in each urban node. An analysis on	~~They shall ensure that by 31 December 2030, at least one publicly accessible hydrogen refuelling station is deployed in each urban node.~~ An analysis on	

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	the best location shall be carried out for such refuelling stations that shall in particular consider the deployment of such stations in multimodal hubs where also other transport modes could be supplied.	the best location shall be carried out for such refuelling stations that shall in particular consider the deployment of such stations in multimodal hubs where also other transport modes could be supplied.	the best location shall be carried out **by Member States** for such refuelling stations ~~that~~**and** shall in particular consider the deployment of such stations **in urban nodes or their vicinity, or** in multimodal hubs where also other transport modes could be supplied.	
Article 6(1a)				
205a		***1a. Member States shall publish a detailed list of multimodal transport hubs, industrial clusters and ports suitable for the deployment of hydrogen refuelling stations by 31 December 2024.***		
Article 6(2)				
206	2. Neighbouring Member States shall ensure that the maximum distance referred to in paragraph 1, second subparagraph is not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	2. Neighbouring Member States shall ***take the necessary measures to*** ensure that the maximum distance referred to in paragraph 1, second subparagraph is not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	2. Neighbouring Member States shall ensure that the maximum distance referred to in paragraph 1, second subparagraph is not exceeded for cross-border sections of the TEN-T core ~~and the TEN-T comprehensive~~ network.	
Article 6(3)				
207				

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	3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.	3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.	3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles. ~~In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.~~	
Article 6(3a)				
207a		***3a. If the costs are disproportionate to the benefits, including the environmental benefits, Member States may decide not to apply paragraph 1 of this Article to: (a) outermost regions of the Union, as referred to in Article 349 of the Treaty on the Functioning of the European Union; or (b) islands that are not connected to mainland energy networks, falling under the definition of small connected systems or isolated systems according to Directive 2019/944, In such cases, Member States shall justify their decisions to the***		

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		Commission and shall make available all relevant information in their national policy frameworks.		
Article 6(3b)				
207b		***3b. The Commission shall take the necessary measures to ensure cooperation with third countries, especially candidate countries and those third countries in which transit corridors connecting Member States are situated.***		
Article 7				
208	Article 7 Hydrogen refuelling infrastructure	Article 7 Hydrogen refuelling infrastructure	Article 7 Hydrogen refuelling infrastructure	
Article 7(1), first subparagraph, introductory part				
209	1. From the date referred to in Article 24 all operators of publicly accessible hydrogen refuelling stations operated by them shall provide for the possibility for end users to refuel on an ad hoc basis using a payment instrument that is widely used in the Union. To that end, operators of hydrogen	1. From ~~*the date referred to in Article 24*~~***[date of entry into force of this Regulation]*** all operators of publicly accessible hydrogen refuelling stations operated by them shall provide for the possibility for end users to refuel on an ad hoc basis using a payment instrument that is widely used in	1. ~~From the date referred to in Article 24 all operators of~~**Operators of hydrogen refuelling stations shall, at the** publicly accessible ~~hydrogen~~ refuelling stations operated by them ~~shall~~ provide ~~for the possibility for end users~~**end users with the possibility** to refuel on an	

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	refuelling stations shall ensure that all hydrogen refuelling stations operated by them accept electronic payments through terminals and devices used for payment services, including at least one of the following:	the Union. To that end, operators of hydrogen refuelling stations shall ensure that all hydrogen refuelling stations operated by them accept electronic payments through terminals and devices used for payment services, including at least ~~*one of the following:*~~***payment card readers or contactless devices that are able to read payment cards.***	ad hoc basis**.** **Ad hoc refuelling shall be possible at all publicly accessible hydrogen refuelling stations** using a payment instrument that is widely used in the Union. To that end, operators of ~~hydrogen refuelling~~**those** stations shall ~~ensure that all hydrogen refuelling stations operated by them~~ accept electronic payments through terminals and devices used for payment services, including at least one of the following:	
Article 7(1), first subparagraph, point (a)				
210	(a) payment card readers;	*deleted*	(a) payment card readers;	
Article 7(1), first subparagraph, point (b)				
211	(b) devices with a contactless functionality that is at least able to read payment cards.	*deleted*	*(b)* devices with a contactless functionality that is at least able to read payment cards.	
Article 7(1), new subparagraph				
211a			**The requirements set out in this paragraph shall apply from the**	

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			date of application referred to in Article 24 for those publicly accessible refuelling stations deployed after that date. For publicly accessible refuelling stations deployed before that date, those requirements shall apply from 6 months after that date.	
Article 7(1), second subparagraph				
212	Where the operator of the hydrogen refuelling point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, hydrogen refuelling points with the technical characteristics which enable the operator to comply with the obligation set out in this paragraph.	Where the operator of the hydrogen refuelling point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, hydrogen refuelling points with the technical characteristics which enable the operator to comply with the obligation set out in this paragraph.	Where the operator of the hydrogen refuelling point is not the owner of that point, the owner shall make available to the operator, in accordance with the arrangements between them, hydrogen refuelling points with the technical characteristics which enable the operator to comply with the obligation set out in this paragraph.	
Article 7(1a)				
212a		***1a. Member States shall encourage operators to offer standardised and fully interoperable information systems providing information about the availability of refuelling points. Such systems shall be precise,***		

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		user-friendly and operable in the official language(s) of the Member State and in English.		
Article 7(2)				
213	2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated according to an objective justification.	2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated according to an objective justification.	2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to mobility service providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may only be differentiated according to an objective justification.	
Article 7(3)				
214	3. Operators of hydrogen refuelling points shall make price information available before the start of a refuelling session at the refuelling stations operated by them.	3. Operators of hydrogen refuelling points shall make price information available before the start of a refuelling session at the refuelling stations operated by them. ***They shall clearly display***	3. Operators of hydrogen refuelling points shall make price information available before the start of a refuelling session at the refuelling stations operated by them.	

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		the ad hoc price and all its components at all publicly accessible refuelling stations operated by them so that these are known to end users before a refuelling session is initiated. The price per kg shall be clearly displayed.		
Article 7(4)				
215	4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis, including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling point, applicable e-roaming costs	4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis, including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the ~~*recharging*~~***refuelling*** session, and specific to their intended ~~*recharging*~~***refuelling*** session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling	4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis, including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are reasonable, transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the ~~recharging~~**refuelling** session, and specific to their intended ~~recharging~~**refuelling** session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling	

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	and other fees or charges applied by the mobility service provider.	point, applicable e-roaming costs and other fees or charges applied by the mobility service provider.	point, applicable e-roaming costs and other fees or charges applied by the mobility service provider.	
Article 8				
216	Article 8 LNG infrastructure for road transport vehicles	Article 8 LNG infrastructure for road transport vehicles	Article 8 ~~LNG~~ Infrastructure **for liquefied methane** for road transport vehicles	Article 8 Infrastructure for liquefied methane for road transport vehicles
Article 8, first paragraph				
217	Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.	Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.	Member States shall ensure~~–~~ until 1 January 2025 that an appropriate number of publicly accessible refuelling points for ~~LNG~~ **liquefied methane** are put in place, at least along the TEN-T core network, in order to allow ~~LNG~~ heavy-duty motor vehicles **using liquefied methane** to circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.	Member States shall ensure until 1 January 2025 that an appropriate number of publicly accessible refuelling points for liquefied methane are put in place, 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 are disproportionate to the benefits, including environmental benefits.
Article 9				
218	Article 9 Targets for shore-side electricity supply in maritime ports	Article 9 Targets for shore-side electricity supply in maritime ports	Article 9 Targets for shore-side electricity supply in maritime ports	Article 9 Targets for shore-side electricity supply in maritime ports
Article 9(1), introductory part				
219	1. Member States shall ensure that a minimum shore-side electricity	1. Member States shall ensure that a minimum shore-side electricity	1. Member States shall ensure that a minimum shore-side electricity	1. Member States shall ensure that a minimum shore-side electricity

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	supply for seagoing container and passenger ships is provided in maritime ports. To that end, Member States shall take the necessary measures to ensure that by 1 January 2030:	supply for seagoing container and passenger ships is provided in ***TEN-T core and comprehensive*** maritime ports. To that end, ***and in full alignment with Article 5, (1) and (2) of Regulation XXXX-XXX [FuelEU Maritime],*** Member States shall***, in cooperation with the managing body or the competent authority,*** take the necessary measures to ensure that by 1 January 2030:	supply for seagoing container **ships and seagoing** ~~and~~ passenger ships is provided in **TEN-T** maritime ports. To that end, Member States shall take the necessary measures to ensure that by 1 January 2030:	supply for seagoing container ships and seagoing passenger ships is provided in TEN-T maritime ports. To that end, Member States shall take the necessary measures to ensure that by 1 January 2030: Alignment with FuelEU Maritime needs to be further looked into
Article 9(1), point (a)				
220	(a) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by seagoing container ships above 5000 gross tonnes, in the previous three years, is above 50 have sufficient shore-side power output to meet at least 90% of that demand;	(a) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by seagoing container ships above 5000 gross tonnes, in the previous three years, is above 50 have sufficient shore-side power output to meet at least 90% of that demand;	(a) TEN-T core and TEN-T comprehensive maritime ports**, for which the** ~~whose~~ average annual number of port calls **of ships that are moored at the quayside** over the last three years by seagoing container ships above 5000 gross tonnes~~, in the previous three years, is above 50 have sufficient~~ **is above 100, are equipped to provide each year** shore-side ~~power output to meet~~**electricity supply for** at least 90% of **the total number of port calls of seagoing container ships above 5000 gross tonnes that are moored at the quayside at the maritime port concerned**~~that demand~~;	(a) TEN-T core and TEN-T comprehensive maritime ports, for which the average annual number of port calls of ships that are moored at the quayside over the last three years by seagoing container ships above 5000 gross tonnes is above 100, are equipped to provide each year shore-side electricity supply for at least 90% of the total number of port calls of seagoing container ships above 5000 gross tonnes that are moored at the quayside at the maritime port concerned;

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Article 9(1), point (b)				
221	(b) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by seagoing ro-ro passenger ships and high-speed passenger craft above 5000 gross tonnes, in the previous three years, is above 40 have sufficient shore-side power output to satisfy at least 90% of that demand;	(b) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by seagoing ro-ro passenger ships and high-speed passenger craft above 5000 gross tonnes, in the previous three years, is above 40 have sufficient shore-side power output to satisfy at least 90% of that demand;	(b) TEN-T core and TEN-T comprehensive maritime ports**, for which the** ~~whose~~ average annual number of port calls **of ships that are moored at the quayside** over the last three years by seagoing ro-ro passenger ships **above 5000 gross tonnes and seagoing** ~~and~~ high-speed passenger ~~craft~~ **crafts** above 5000 gross tonnes~~, in the previous three years, is above 40 have sufficient~~ **is above 40, are equipped to provide each year** shore-side ~~power output to satisfy~~ **electricity supply for** at least 90% of **the total number of port calls of seagoing ro-ro passenger ships above 5000 gross tonnes and seagoing high-speed passenger crafts above 5000 gross tonnes that are moored at the quayside at the maritime port concerned** ~~that demand~~;	(b) TEN-T core and TEN-T comprehensive maritime ports, for which the average annual number of port calls of ships that are moored at the quayside over the last three years by seagoing ro-ro passenger ships above 5000 gross tonnes and seagoing high-speed passenger crafts above 5000 gross tonnes is above 40, are equipped to provide each year shore-side electricity supply for at least 90% of the total number of port calls of seagoing ro-ro passenger ships above 5000 gross tonnes and seagoing high-speed passenger crafts above 5000 gross tonnes that are moored at the quayside at the maritime port concerned;
Article 9(1), point (c)				
222	(c) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by passenger ships other than ro-ro passenger ships and high-speed passenger craft above 5000 gross	(c) TEN-T core and TEN-T comprehensive maritime ports whose average annual number of port calls over the last three years by passenger ships other than ro-ro passenger ships and high-speed passenger craft above 5000 gross	(c) TEN-T core and TEN-T comprehensive maritime ports**, for which the** ~~whose~~ average annual number of port calls **of ships that are moored at the quayside** over the last three years by **seagoing** passenger ships **above 5000 gross**	(c) TEN-T core and TEN-T comprehensive maritime ports, for which the average annual number of port calls of ships that are moored at the quayside over the last three years by seagoing passenger ships above 5000 gross

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	tonnes, in the previous three years, is above 25 have sufficient shore-side power output to meet at least 90% of that demand.	tonnes, in the previous three years, is above 25 have sufficient shore-side power output to meet at least 90% of that demand.	**tonnes** other than **seagoing** ro-ro passenger ships and **seagoing** high-speed passenger craft **is** above ~~5000 gross tonnes, in the previous three years, is~~**25, are equipped to provide each year shore-side electricity supply for at least 90% of the total number of port calls of seagoing passenger ships** above ~~25 have sufficient shore-side power output to meet at least 90% of that demand~~**5000 gross tonnes other than seagoing ro-ro passenger ships and seagoing high-speed passenger craft that are moored at the quayside at the maritime port concerned**.	tonnes other than seagoing ro-ro passenger ships and seagoing high-speed passenger craft is above 25, are equipped to provide each year shore-side electricity supply for at least 90% of the total number of port calls of seagoing passenger ships above 5000 gross tonnes other than seagoing ro-ro passenger ships and seagoing high-speed passenger craft that are moored at the quayside at the maritime port concerned.
Article 9(1a)				
222a		***1a. Member States shall ensure that sufficient grid infrastructure and capacity, power reserve and frequency conversion is made available to meet the requirements set out in paragraph 1, points (a), (b) and (c).***		Is covered under new language in article 14(3) (line 272) and recital (37a) (line 47a)
Article 9(2)				
223	2. For the determination of the number of port calls the following port calls shall not be taken into account:	2. For the determination of the number of port calls ***and in full alignment with Article 5(3) of Regulation XXXX-XXX [FuelEU Maritime],*** the following port calls shall not be taken into account:	2. **The port calls of ships referred to in Article 5(3), a), b), c), da)[1] and f) of [FuelEU Maritime] shall not be taken into account** for the ~~determination of the~~ **purposes of determining the**	2. The port calls of ships referred to in Article 5(3), a), b), c), da)[1] and f) of [FuelEU Maritime] shall not be taken into account for the purposes of determining the total number of port calls of ships that

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			total number of port calls ~~the following port calls shall not be taken into account:~~**of ships that are moored at the quayside at the port concerned under paragraph 1.** _____ **1. Subparagraph (da) in Article 5(3) of the FuelEUMaritime proposal reads as follows: (da) that are unable to connect to on-shore power supply because exceptionally the electrical grid stability is at risk, due to insufficient available shore-power to satisfy the ship's required electrical power demand at berth**	are moored at the quayside at the port concerned under paragraph 1. _____ 1. Subparagraph (da) in Article 5(3) of the FuelEUMaritime proposal reads as follows: (da) that are unable to connect to on-shore power supply because exceptionally the electrical grid stability is at risk, due to insufficient available shore-power to satisfy the ship's required electrical power demand at berth Alignment with FuelEU Maritime needs to be further looked into
Article 9(2), point (a)				
224	(a) port calls that are at berth for less than two hours, calculated on the basis of hour of departure and arrival monitored in accordance with Article 14 of the proposal for a Regulation COM(2021)562;	(a) port calls that are at berth for less than two hours, calculated on the basis of hour of departure and arrival monitored in accordance with Article 14 of the proposal for a Regulation COM(2021)562;	*deleted*	*Should be covered in 9(2) - line 223*
Article 9(2), point (aa)				
224a		***(aa) port calls estimated to be at berth for less than two hours which were prevented from departing within that timeframe due to events that could not be foreseen when entering the port and that were clearly outside the operator's control or responsibility;***		Should be covered in 9(2) - line 223

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Article 9(2), point (b)				
225	(b) port calls by ships that use zero-emission technologies, as specified in Annex III of the proposal for a Regulation COM(2021)562;	(b) port calls by ships that use zero-emission technologies, as specified in Annex III of the proposal for a Regulation COM(2021)562;	*deleted*	*Should be covered in 9(2) - line 223*
Article 9(2), point (c)				
226	*(c)* unscheduled port calls for reasons of safety or saving life at sea.	(c) unscheduled port calls for reasons of safety or saving life at sea.	*deleted*	*Should be covered in 9(2) - line 223*
Article 9(2), point (ca)				
226a		***(ca) several short port calls to load and unload at different berths in the same port, not surpassing the time limit specified in point (a);***		Should be covered in 9(2) - line 223
Article 9(3)				
227	3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island which is not connected directly to the electricity grid, paragraph 1 shall not apply, until such a connection has been completed or there is a sufficient locally generated capacity from clean energy sources.	3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island ***or in an outermost region of the Union as referred to in Article 349 TFEU,*** which is not connected directly to the electricity grid, paragraph 1 shall– not apply, until such a connection has been completed or there is a sufficient locally generated capacity from clean energy sources.	3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island**, in an outermost region as referred to in Article 349 of the Treaty on the Functioning of the European Union or on the territory of Ceuta and Melilla,** which is not connected directly to the electricity grid **of the mainland, or in case of an outermost region or of Ceuta and Melilla to the electricity grid of a neighbouring country**,	3. Where the maritime port of the TEN-T core network and the TEN-T comprehensive network is located on an island, in an outermost region as referred to in Article 349 of the Treaty on the Functioning of the European Union or on the territory of Ceuta and Melilla, which is not connected directly to the electricity grid of the mainland, or in case of an outermost region or of Ceuta and Melilla to the electricity grid of a neighbouring country, paragraph 1

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			paragraph 1 shall– not apply, until such a connection has been completed or there is a sufficient locally generated **electricity** capacity from ~~clean~~ **non-fossil** energy sources **to cover the needs of the island, the outermost region or of Ceuta and Melilla**.	shall not apply, until such a connection has been completed or there is a sufficient locally generated electricity capacity from non-fossil energy sources to cover the needs of the island, the outermost region or of Ceuta and Melilla.
Article 9(3a)				
227a		***3a. Without prejudice to paragraph 3, paragraph 1 shall not apply to the territory of Ceuta and Melilla until a connection directly to the electricity grid of the mainland, or to that of a neighbouring country, has been completed, or there is sufficient locally generated capacity from clean energy sources.***		Is covered in article 9(3) - line 227
Article 10				
228	Article 10 Targets for shore-side electricity supply in inland waterway ports	Article 10 Targets for shore-side electricity supply in inland waterway ports	Article 10 Targets for shore-side electricity supply in inland waterway ports	Article 10 Targets for shore-side electricity supply in inland waterway ports
Article 10, first paragraph, introductory part				
229	Member States shall ensure that:	Member States shall ensure that:	Member States shall ensure that:	Member States shall ensure that:
Article 10, first paragraph, point (a)				
230	(a) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T core	(a) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T core	(a) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T core	(a) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T core

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	inland waterway ports by 1 January 2025;	inland waterway ports by 1 January 2025;	inland waterway ports by 1 January 2025;	inland waterway ports by 1 January 2025;
Article 10, first paragraph, point (b)				
231	(b) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T comprehensive inland waterway ports by 1 January 2030.	(b) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T comprehensive inland waterway ports by 1 January 2030.	(b) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T comprehensive inland waterway ports by 1 January 2030.	(b) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T comprehensive inland waterway ports by 1 January 2030.
Article 10, first paragraph, point (ba)				
231a		***(ba) sufficient grid capacity and connection, power reserve and frequency conversion to the ports are available.***		Is covered under new language in article 14(3) (line 272) and recital (37a) (line 47a)
Article 11				
232	Article 11 Targets for supply of LNG in maritime ports	Article 11 Targets for supply of LNG**,** ***ammonia and hydrogen*** in maritime ports	Article 11 Targets for supply of ~~LNG~~ **liquefied methane** in maritime ports	Article 11 Targets for supply of liquefied methane in maritime ports
Article 11(1)				
233	1. Member States shall ensure that an appropriate number of refuelling points for LNG are put in place at TEN-T core maritime ports referred to in paragraph 2, to enable seagoing ships to circulate throughout the TEN-T core network by 1 January 2025. Member States shall cooperate with neighbouring Member States	1. Member States shall ensure that an appropriate number of refuelling points for LNG***, ammonia and hydrogen*** are put in place at TEN-T core maritime ports– referred to in paragraph 2, to ***meet market demand both in the short and long term for such fuels and*** enable seagoing ships to circulate throughout the TEN-T core	1. Member States shall ensure that an appropriate number of refuelling points for ~~LNG~~ **liquefied methane** are put in place at TEN-T core maritime ports– referred to in paragraph 2, to enable seagoing ships to circulate throughout the TEN-T core network by 1 January 2025. Member States shall cooperate with neighbouring	1. Member States shall ensure that an appropriate number of refuelling points for liquefied methane are put in place at TEN-T core maritime ports referred to in paragraph 2, to enable seagoing ships to circulate throughout the TEN-T core network by 1 January 2025. Member States shall cooperate with neighbouring

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	where necessary to ensure adequate coverage of the TEN-T core network.	network by 1 January 2025. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T core network.	Member States where necessary to ensure adequate coverage of the TEN-T core network.	Member States where necessary to ensure adequate coverage of the TEN-T core network.
Article 11(2)				
234	2. Member States shall designate in their national policy frameworks TEN-T core maritime ports that shall provide access to the refuelling points for LNG referred to in paragraph 1, also taking into consideration actual market needs and developments.	2. Member States shall designate in their national policy frameworks TEN-T core maritime ports that shall provide access to the refuelling points ~~*for LNG*~~ referred to in paragraph 1, also taking into consideration ***port development, existing LNG supply points and*** actual market needs and developments***, as well as their obligations in relation to the Union climate neutrality objective***.	2. Member States shall designate in their national policy frameworks TEN-T core maritime ports that shall provide access to the refuelling points for ~~LNG~~ **liquefied methane** referred to in paragraph 1, also taking into consideration actual market needs and developments.	2. Member States shall designate in their national policy frameworks TEN-T core maritime ports that shall provide access to the refuelling points for liquefied methane referred to in paragraph 1, also taking into consideration ***port development, existing liquefied methane supply points and*** actual market ~~*needs*~~ **demand**, ***both in the short and long term,*** and developments.
Article 12				
235	Article 12 Targets for supply of electricity to stationary aircraft	Article 12 Targets for supply of electricity to stationary aircraft	Article 12 Targets for supply of electricity to stationary aircraft	Article 12 Targets for supply of electricity to stationary aircraft
Article 12(1), introductory part				
236	1. Member States shall ensure that airport managing bodies of all TEN-T core and comprehensive network airports ensure the provision of electricity supply to stationary aircraft by:	1. Member States shall ensure that airport managing bodies ***and suppliers of ground handling services*** of all TEN-T core and comprehensive network airports ensure the provision of electricity supply to stationary aircraft**,** by:	1. Member States shall ensure that ~~airport managing bodies of~~**, at** all TEN-T core and comprehensive network airports ~~ensure~~**,** the provision of electricity supply to stationary aircraft **is ensured** by:	1. Member States shall ensure that, at all TEN-T core and comprehensive network airports, the provision of electricity supply to stationary aircraft is ensured by:

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Article 12(1), point (a)				
237	(a) 1 January 2025, at all gates used for commercial air transport operations;	(a) 1 January 2025, at all gates used for commercial air transport operations;	(a) 1 January 2025, at all ~~gates~~**aircraft contact stands** used for commercial air transport operations;	(a) 1 January 2025, at all aircraft contact stands used for commercial air transport operations;
Article 12(1), point (b)				
238	(b) 1 January 2030, at all outfield posts used for commercial air transport operations.	(b) 1 January 2030, at all outfield posts used for commercial air transport operations.	(b) 1 January 2030, at all ~~outfield posts~~**aircraft remote stands** used for commercial air transport operations.	(b) 1 January 2030, at all aircraft remote stands used for commercial air transport operations.
Article 12(1a)				
238a			**1a. Member States may exempt airports of the TEN-T network, with less than 10 000 commercial flight movements per year, in the last three years, from the obligation to provide electricity to stationary aircraft at all remote stands.**	1a. Member States may exempt airports of the TEN-T network, with less than 10 000 commercial flight movements per year, in the last three years, from the obligation to provide electricity to stationary aircraft at all remote stands.
Article 12(1a)				
238b		***However, paragraph 1(a) and (b) shall not apply to short-term parking positions, for the de-icing of aircraft, parking positions in military areas and parking positions for general air traffic (below 5,7 to MTOW).***		***1b. Paragraph 1 shall not apply to aircraft stands other than those used by commercial air transport operations to embark or disembark passengers and/or goods, such as specifically dedicated de-icing stands and stands inside designated military areas. Paragraph 1 shall not apply***

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				either to stands dedicated to general aviation aircraft below 5.7t MTOW.
Article 12(2)				
239	2. As of 1 January 2030 at the latest, Member States shall take the necessary measures to ensure that the electricity supplied pursuant to paragraph 1 comes from the electricity grid or is generated on site as renewable energy.	2. As of 1 January 2030 at the latest, Member States shall take the necessary measures to ensure that the electricity supplied pursuant to paragraph 1 comes from the electricity grid or is generated on site as renewable energy.	2. As of 1 January 2030 at the latest, Member States shall take the necessary measures to ensure that the electricity supplied pursuant to paragraph 1 comes from the electricity grid or is generated on site ~~as renewable energy~~ **without using fossil fuels**.	2. As of 1 January 2030 at the latest, Member States shall take the necessary measures to ensure that the electricity supplied pursuant to paragraph 1 comes from the electricity grid or is generated on site without using fossil fuels.
Article 12(2a)				
239a		***2a. By way of derogation from paragraph 1 (a) and (b), where the airport of the TEN-T core network or the TEN-T comprehensive network is located on an island which is not connected directly to the electricity grid, or in an outermost region, that paragraph shall not apply until such a connection has been completed or there is sufficient locally generated capacity from clean energy sources, or if the costs are disproportionate to the benefits, including environmental benefits.***		Commission explained: the 10 000 commercial flights threshold is more objective and justifiable - see line 238a
Article 12(2b)				
239b		***2b. Member States shall ensure that airport managing bodies or***		

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		ground handling service suppliers of TEN-T core network airports provide preconditioned air systems.		
Article 12a				
239c		***Article 12a*** ***Infrastructure targets for railway lines***		
Article 12a(1)				
239d		***1. Member States shall ensure the provision of sufficient infrastructure to enable railway lines across the Union to meet the electrification objectives of Regulation (EU) No 1315/2013 [TEN T Regulation].***		
Article 12a(2)				
239e		***2. Where the direct electrification of railway lines is not possible, including for reasons linked to the cost-efficiency of the service, Member States shall ensure that an appropriate number of charging stations for battery-powered trains, and hydrogen refuelling stations for rail, are put in place. To that end, Member States shall ensure that, along the TEN-T core and comprehensive networks, recharging stations for battery-powered trains and***		

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		refuelling stations for hydrogen trains are deployed in each direction of travel in sections for which electrification is not provided for in Regulation (EU) No 1315 2013 [TEN T Regulation].		
Article 12a(3)				
239f		***3. Member States shall ensure that, when decisions are taken on the necessary infrastructure to be deployed in order to comply with paragraph 2, the 'energy efficiency first' principle is fully taken into account.***		
Article 12a(4)				
239g		***4. Prior to deployment, Member States shall carry out an analysis of the best location for such stations. In doing so, Member States shall consider, in particular, the deployment of stations in urban nodes and multimodal hubs where other transport modes could also be integrated.***		
Article 13				
240	Article 13 National policy frameworks	Article 13 National policy frameworks	Article 13 National policy frameworks	

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Article 13(1), introductory part				
241	1. By 1 January 2024, each Member State shall prepare and send to the Commission a draft national policy framework for the development of the market as regards alternative fuels in the transport sector and the deployment of the relevant infrastructure.	1. By 1 January 2024, each Member State shall prepare***, in coordination with national, regional and local authorities,*** and send to the Commission a draft national policy framework for the development of the market as regards alternative fuels in the transport sector and the deployment of the relevant infrastructure.	1. By 1 January 2024, each Member State shall prepare and send to the Commission a draft national policy framework for the development of the market as regards alternative fuels in the transport sector and the deployment of the relevant infrastructure.	
Article 13(1) / point (a)				
242	That national policy framework shall contain at least the following elements:	That national policy framework shall contain at least the following elements:	**(a)** ~~That~~**The** national policy framework shall contain at least the following elements:	
Article 13(1), point (a) / point (a)(i)				
243	(a) an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure, considering intermodal access of alternative fuels infrastructure and, where relevant, cross-border continuity;	(a) an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure, considering intermodal access of alternative fuels infrastructure and, where relevant, cross-border continuity	~~(a)~~**(i)** an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, and of the development of alternative fuels infrastructure, considering intermodal access of alternative fuels infrastructure and, where relevant, cross-border continuity;	

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		and mobility and accessibility between islands and outermost regions, as well as between them and the mainland;		
Article 13(1), point (aa)				
243a		***(aa) an assessment of how measures are implemented in full accordance with the energy efficiency first principle; Member States shall provide an account for how the 'energy efficiency first' principle has been applied when making planning and investment decisions related to the deployment of recharging and refuelling infrastructure of alternative fuels;***		
Article 13(1), point (ab)				
243b		***(ab) an assessment of the current state and future development of grid connections and capacity, including any improvements and resilience measures needed, as well as the required financing;***		
Article 13(1), point (ac)				
243c				

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		(ac) an assessment of the prospects of changes in the amount of electricity available to the transport sector, as well as its sources;		
Article 13(1), point (b) / point (a)(ii)				
244	(b) national targets and objectives pursuant to Articles 3, 4, 6, 8, 9, 10, 11 and 12 for which mandatory national targets are set out in this Regulation;	(b) national targets and objectives pursuant to Articles 3, 4, 6, 8, 9, 10, 11***, 12 and 12a*** ~~*and 12*~~ for which mandatory national targets are set out in this Regulation;	~~(b)~~**(ii)** national targets and objectives pursuant to Articles 3, 4, 6, 8, 9, 10, 11 and 12 for which mandatory national targets are set out in this Regulation;	
Article 13(1), point (c)				
245	(c) national targets and objectives for the deployment of alternative fuels infrastructure related to points (l), (m), (n), (o) and (p) of this paragraph for which no mandatory targets are set out in this Regulation;	(c) national targets and objectives for the deployment of alternative fuels infrastructure related to points ~~*(l),*~~ ***(l), (l a),*** (m), (n), (o)***, (p), (p a) and (p b) of*** ~~*and (p) of*~~ this paragraph for which no mandatory targets are set out in this Regulation;	Moved to row 258a	
Article 13(1), point (d) / point (a)(iii)				
246	(d) policies and measures necessary to ensure that the mandatory targets and objectives referred to in points (b) and (c) of	(d) policies and measures necessary to ensure that the mandatory targets and objectives referred to in points (b) and (c) of	~~(d)~~**(iii)** policies and measures necessary to ensure that the mandatory targets and objectives referred to in ~~points (b) and~~	

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	this paragraph are reached;	this paragraph are reached;	~~(e)~~**point 2** of this paragraph– are reached;	
Article 13(1), point (e) / point (a)(iv)				
247	(e) measures to promote the deployment of alternative fuels infrastructure for captive fleets, in particular for electric recharging and hydrogen refuelling stations for public transport services and electric recharging stations for car sharing;	(e) measures to promote the deployment of alternative fuels infrastructure for captive fleets, in particular for electric recharging and hydrogen refuelling stations for public transport services and electric recharging stations for car sharing***, as well as for taxis***;	~~(e)~~**(iv)** measures to promote the deployment of alternative fuels infrastructure for captive fleets, in particular for electric recharging and hydrogen refuelling stations for public transport services and electric recharging stations for car sharing**, where such measures are planned or have been adopted by the Member State**;	
Article 13(1), point (f) / point (a)(v)				
248	(f) measures to encourage and facilitate the deployment of recharging stations for light-duty and heavy-duty vehicles at private locations that are not accessible to the public;	(f) measures to encourage and facilitate the deployment of recharging stations for light-duty and heavy-duty vehicles at private locations that are not accessible to the public;	~~(f)~~**(v)** measures to encourage and facilitate the deployment of recharging stations for light-duty and heavy-duty vehicles at private locations that are not accessible to the public**, where such measures are planned or have been adopted by the Member State**;	
Article 13(1), point (g) / point (a)(vi)				
249	(g) measures to promote alternative fuels infrastructure in	(g) measures to promote alternative fuels infrastructure in	~~(g)~~**(vi)** measures to promote alternative fuels infrastructure in	

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	urban nodes, in particular with respect to publicly accessible recharging points;	urban nodes, in particular with respect to publicly accessible recharging points;	urban nodes, in particular with respect to publicly accessible recharging points**, where such measures are planned or have been adopted by the Member State**;	
Article 13(1), point (ga)				
249a		***(ga) national targets and measures to promote alternative fuels infrastructure along the road networks which are not included in the core and comprehensive TEN-T networks, in particular with respect to publicly accessible recharging points. In particular, Member States shall ensure that high and medium-level road networks for both light and heavy mobility are adequately covered by the recharge infrastructure;***		
Article 13(1), point (h) / point (a)(vii)				
250	(h) measures to promote a sufficient number of publicly accessible high power recharging points;	(h) measures to promote a sufficient number of publicly accessible high power recharging points ***with a sufficient power output to increase consumer convenience and ensure the seamless circulation of electric***	~~(h)~~**(vii)** measures to promote a sufficient number of publicly accessible high power recharging points**, where such measures are planned or have been adopted by the Member State**;	

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		vehicles on its territory and, where applicable, across borders;		
Article 13(1), point (i) / point (a)(viia)				
251	(i) measures necessary to ensure that the deployment and operation of recharging points, including the geographical distribution of bidirectional charging points, contribute to the flexibility of the energy system and to the penetration of renewable electricity into the electric system;	(i) measures necessary to ensure that the deployment and operation of recharging points, including the geographical distribution of bidirectional charging points, contribute to the flexibility of the energy system and to the penetration of renewable electricity into the electric system;	~~(i)~~**(viia)** measures necessary to ensure that the deployment and operation of recharging points, including the geographical distribution of bidirectional charging points,– contribute to the flexibility of the energy system and to the penetration of renewable electricity into the electric system**, where such measures are planned or have been adopted by the Member State**;	
Article 13(1), point (ia)				
251a		***(ia) measures to guarantee accessibility of all territories to recharging and refuelling infrastructure, paying particular attention to rural areas to ensure their accessibility and territorial cohesion; targeted policies and measures should be considered and implemented for these territories by the Member States;***		

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Article 13(1), point (j) / point (a)(viii)				
252	(j) measures to ensure that publicly accessible recharging and refuelling points are accessible to older persons, persons with reduced mobility and with disabilities, which have to be in line with the accessibility requirements of Annex I and Annex III of Directive 2019/882;	(j) measures to ensure that ***all*** publicly accessible recharging and refuelling points are accessible to older persons, persons with reduced mobility and with disabilities, which have to be in line with the accessibility requirements of Annex I and Annex III of Directive 2019/882;	~~(j)~~**(viii)** measures to ensure that publicly accessible recharging and refuelling points **for alternative fuels** are accessible to older persons, persons with reduced mobility and with disabilities~~,~~ ~~which have to be~~ in line with the accessibility requirements ~~of Annex I and Annex III~~ of Directive 2019/882;	
Article 13(1), point (ja)				
252a		***(ja) measures targeting the specific needs of outermost regions, where applicable;***		
Article 13(1), point (k) / point (a)(ix)				
253	(k) measures to remove possible obstacles with regards to planning, permitting and procuring of alternative fuels infrastructure;	(k) measures to remove possible obstacles with regards to planning, permitting and procuring of alternative fuels infrastructure ***and to limit the latency between initial application and actual deployment to no longer than 6 months, with due respect for stakeholder consultations and environmental impact assessment procedures.***	~~(k)~~**(ix)** measures to remove possible obstacles with regards to planning, permitting**, procuring and operating** ~~and procuring~~ of alternative fuels infrastructure~~;~~**, where such measures are planned or have been adopted by the Member State.**	

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		The authorisation procedure shall be fully digitalised;		
Article 13(1) / point (a), point (ka)				
253a		***(ka) measures to ensure that the density of publicly accessible alternative fuels infrastructure available at national level takes into account the population density and the number of registrations of vehicles, powered by alternative fuels in the local area based on NUTS 3 level in accordance with the latest NUTS classification;***		
Article 13(1) / point (a), point (kb)				
253b		***(kb) measures to promote the use of electrically power assisted cycles as well as L-category vehicles such as powered electric cycles and e-mopeds.***		
Article 13(1), point (kb)				
253c		***(kc) measures to support renewable energy communities, citizen energy communities and non-commercial operators in***		

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		deploying recharging points, especially in sparsely populated areas.		
Article 13(1), point (b)				
253d			**(b) The national policy framework may contain the following elements:**	
Article 13(1), point (l) / point (b)(i)				
254	(l) a deployment plan for alternative fuels infrastructure in airports other than for electricity supply to stationary aircraft, in particular for hydrogen and electric recharging for aircrafts;	(l) ~~*a deployment plan for alternative fuels*~~***an assessment of the current state and future development of the market for hydrogen and electric propulsion aviation as well as a feasibility study on the deployment of the relevant*** infrastructure ~~*in airports other than for electricity supply to stationary aircraft*~~***including, where appropriate, a deployment plan for alternative fuels infrastructure at airports***, in particular for hydrogen and electric recharging for aircrafts;	~~(l)~~**(i)** a deployment plan for alternative fuels infrastructure in airports other than for electricity supply to stationary aircraft, ~~in particular~~**for instance** for hydrogen and electric recharging for aircrafts;	
Article 13(1), point (la)				
254a		***(la) a deployment plan including***		

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		targets and financing needed for pre-conditioned air systems at TEN-T core airports, as well as a feasibility study on the deployment of the relevant fixed or mobile infrastructure;		
Article 13(1), point (m) / point (b)(ii)				
255	(m) a deployment plan for alternative fuels infrastructure in maritime ports, in particular for electricity and hydrogen, for port services as defined in Regulation (EU) 2017/352 of the European Parliament and of the Council[1]; _____ 1. Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017, p. 1).	(m) a deployment plan for alternative fuels infrastructure in maritime ports, in particular for electricity and hydrogen, for port services as defined in Regulation (EU) 2017/352 of the European Parliament and of the Council[1]; _____ 1. Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017, p. 1).	~~(m)~~**(ii)** a deployment plan for alternative fuels infrastructure in maritime ports, ~~in particular~~**for instance** for electricity and hydrogen, for port services as defined in Regulation (EU) 2017/352~~ of the European Parliament and of the Council~~[1]; _____ 1. Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017, p. 1).	
Article 13(1), point (n) / point (b)(iii)				
256	(n) a deployment plan for alternative fuels infrastructure in maritime ports other than for LNG and shore-side electricity supply for use by sea going vessels, in	(n) a deployment plan for alternative fuels infrastructure in maritime ports other than for LNG and shore-side electricity supply for use by sea going vessels, in	~~(n)~~**(iii)** a deployment plan for alternative fuels infrastructure in maritime ports other than for ~~LNG~~**liquefied methane** and shore-side electricity supply for use by	

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	particular for hydrogen, ammonia and electricity;	particular for hydrogen, ammonia and electricity;	sea going vessels, ~~in particular~~**for instance** for hydrogen, ammonia and electricity;	
Article 13(1), point (o) / point (b)(iv)				
257	(o) a deployment plan for alternative fuels in inland waterway transport, in particular for both hydrogen and electricity;	(o) a deployment plan for alternative fuels in inland waterway transport, in particular for both hydrogen and electricity;	~~(o)~~**(iv)** a deployment plan for alternative fuels in inland waterway transport, ~~in particular~~**for instance** for both hydrogen and electricity;	
Article 13(1), point (p) / point (b)(v)				
258	(p) a deployment plan including targets, key milestones and financing needed, for hydrogen or battery electric trains on network segments that will not be electrified.	(p) a deployment plan including targets, key milestones and financing needed,– for hydrogen or battery electric trains on network segments that ~~*will not*~~***cannot*** be electrified***, where appropriate***.	~~(p)~~**(v)** a deployment plan including targets, key milestones and financing needed,– for hydrogen or battery electric trains on network segments that will not be electrified~~.~~**;**	
Article 13(1), point (b)(vi)				
258a	(c) national targets and objectives for the deployment of alternative fuels infrastructure related to points (l), (m), (n), (o) and (p) of this paragraph for which no mandatory targets are set out in this Regulation;		~~(c)~~**(vi)** national targets and objectives for the deployment of alternative fuels infrastructure related to points~~ (l), (m), (n), (o) and (p) of this paragraph~~ **(1), (2), (3), (4) and (5) of this subparagraph** for which no mandatory targets are set out in this	

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	Moved reference text		Regulation~~;~~. Moved from row 245	
Article 13(1), point (pa)				
258b		***(pa) a comprehensive investment plan, based on a socio-economic, environmental and cost-benefit analysis, laying out the investments necessary to achieve the targets set in the national policy framework and which shall also include the infrastructures outside the TEN-T network;***		
Article 13(1), point (pb)				
258c		***(pb) a map of future appropriate locations for site development for all alternative fuels infrastructure, including information on sufficient grid capacity, based on demand, which shall be made publicly available;***		
Article 13(1a)				
258d		***1a. Without prejudice to paragraph 1 and before the deadline set therein, Member***		

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		States are invited to submit preliminary national policy frameworks in order to ensure a smooth and quick development and deployment of the infrastructure. When a Member State decides to hand in a preliminary national policy framework, the Commission shall assess the preliminary national policy framework and issue recommendations no later than six months after the submission of the preliminary national policy frameworks.		
Article 13(2)				
259	2. Member States shall ensure that the national policy frameworks 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.	2. Member States shall ensure that the national policy frameworks take into account the needs of the different ***regions and*** transport modes existing on their territory, including those for which limited alternatives to fossil fuels are available ***and that refuelling and recharging infrastructure promotes modal shift and facilitates multi-modal transport***.	2. Member States shall ensure that the national policy frameworks 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~~.	
Article 13(2a)				
259a				

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		2a. Member States shall assess the cumulative contribution of the provisions laid down in paragraph 1 to the Union 2030 climate target and the objective of reaching climate neutrality by 2050, as laid down in Regulation (EU) 2021/1119.		
Article 13(2b)				
259b		***2b. Member States shall ensure the up-skilling and re-skilling of workers handling the alternative fuels deployed under this regulation and the appropriate investment in occupational health and safety, to ensure a social just transition.***		
Article 13(3)				
260	3. Member States shall ensure that national policy frameworks take into account, as appropriate, the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of the stakeholders concerned.	3. Member States shall ensure that national policy frameworks take into account~~, as appropriate,~~ the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of ***all*** the stakeholders concerned. ***Member States shall regularly***	3. Member States shall ensure that national policy frameworks take into account, as appropriate, the interests of regional and local authorities, in particular when recharging and refuelling infrastructure for public transport is concerned, as well as those of the stakeholders concerned.	

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		consult regional and local authorities and shall encourage them to establish appropriate policy frameworks, which may include an action plan, specifying areas for infrastructure deployment, fast charging possibilities, relevant financial frameworks and concrete actions for the different actors involved, to facilitate the deployment of alternative fuels infrastructure.		
Article 13(3a)				
260a		***3a. Member States shall assess and report, as part of their national policy framework, how the provisions laid down in Articles 5 and 7 have been implemented by operators of recharging and refuelling points. On the basis of the results of the assessment, Member States shall take the appropriate measures to ensure operators of recharging and refuelling points comply with Articles 5 and 7.***		
Article 13(3b)				
260b		***3b. Each Member State shall,***		

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		preferably without creating an additional position, appoint a national coordinator for alternative fuels infrastructure who oversees the national coordination (inter-ministry) and implementation of the national policy framework. The national coordinator shall cooperate with the Commission, the responsible TEN-T coordinator and, if needed, other national coordinators, and assists regional and local authorities, e.g. by providing expertise, tooling, guidelines based on EU standards, and advises on regional coordination of the relevant local mobility plans.		
Article 13(4)				
261	4. Where necessary, Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated. In particular, Member States shall cooperate on the strategies to use alternative fuels and deployment of corresponding infrastructure in	4. Where necessary, Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated. In particular, Member States shall cooperate on the strategies to use alternative fuels and deployment of corresponding infrastructure in	4. Where necessary, Member States shall cooperate, by means of consultations or joint policy frameworks, to ensure that the measures required to achieve the objectives of this Regulation are coherent and coordinated. In particular, Member States shall cooperate on the strategies to use alternative fuels and deployment of corresponding infrastructure in	

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	waterborne transport. The Commission shall assist the Member States in the cooperation process.	waterborne transport. The Commission shall assist the Member States in the cooperation process. ***The European Coordinators for the core network corridors of the trans-European Transport Network (TEN-T) shall be consulted in line with Article 45 of Regulation (EU) No 1315/2013.***	waterborne transport. The Commission shall assist the Member States in the cooperation process.	
Article 13(4a)				
261a		***4a. Where necessary, the Member States shall cooperate with third countries, especially candidate countries and those third countries in which transit corridors connecting Member States are situated. The Commission shall assist the Member States in this cooperation process.***		
Article 13(5)				
262	5. Support measures for alternative fuels infrastructure shall comply with the relevant State aid rules of the TFEU.	5. Support measures for alternative fuels infrastructure shall ***be aligned to climate objectives to avoid creating stranded assets and*** comply with the relevant State aid rules of the TFEU.	5. Support measures for alternative fuels infrastructure shall comply with the relevant State aid rules of the TFEU.	

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Article 13(6)				
263	6. Each Member State shall make available to the public its draft national policy framework and shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft national policy framework.	6. Each Member State shall make available to the public its draft national policy framework***, including a comprehensive investment plan,*** and shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft national policy framework.	6. Each Member State shall make available to the public its draft national policy framework and shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft national policy framework.	
Article 13(7), introductory part				
264	7. The Commission shall assess the draft national policy frameworks and may issue recommendations to a Member State no later than six months after the submission of the draft national policy frameworks as referred to in paragraph 1. Those recommendations may, in particular, address:	7. The Commission shall assess the draft national policy frameworks***. The Commission may request the opinion of the responsible European TEN-T Coordinator when examining the policy framework, in order to ensure consistency and advancement of each corridor,*** and may issue recommendations to a Member State no later than six months after the submission of the draft national policy frameworks as referred to in paragraph 1. Those recommendations ***shall be made publicly available in an easily readable and understandable form***	7. The Commission shall assess the draft national policy frameworks and may issue recommendations to a Member State no later than six months after the submission of the draft national policy frameworks as referred to in paragraph 1. Those recommendations may, in particular, address:	

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		and may, in particular, address:		
Article 13(7), point (a)				
265	(a) the level of ambition of targets and objectives with a view to meet the obligations set out in Articles 3, 4, 6, 8, 9, 10, 11 and 12;	(a) the level of ambition of targets and objectives with a view to meet the obligations set out in Articles 3, 4, 6, 8, 9, 10, 11***, 12 and 12a*** ~~*and 12*~~;	(a) the level of ambition of targets and objectives with a view to meet the obligations set out in Articles 3, 4, 6, 8, 9, 10, 11 and 12;	
Article 13(7), point (b)				
266	(b) policies and measures relating to Member States' objectives and targets.	(b) policies and measures relating to Member States' objectives and targets.	(b) policies and measures relating to Member States' objectives and targets.	
Article 13(7), point (ba)				
266a		***(ba) if policies and measures are geographically distributed across the regions within the Member State.***		
Article 13(8)				
267	8. Each Member State shall take due account of any recommendations from the Commission in its national policy framework. If the Member State	8. Each Member State shall take due account of any recommendations from the Commission in its national policy framework. If the Member State	8. Each Member State shall take due account of any recommendations from the Commission in its **final** national policy framework. If the Member	

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	concerned does not address a recommendation or a substantial part thereof, that Member State shall provide a written explanation to the Commission.	concerned does not address a recommendation or a substantial part thereof, that Member State shall provide a written explanation to the Commission.	State concerned does not address a recommendation or a substantial part thereof, that Member State shall provide a written explanation to the Commission.	
Article 13(9)				
268	9. By 1 January 2025, each Member State shall notify to the Commission its final national policy framework.	9. By 1 January 2025, each Member State shall notify to the Commission its final national policy framework. ***That framework shall be made publicly available in an easily readable and understandable form.***	9. By 1 January 2025, each Member State shall notify to the Commission its final national policy framework.	
Article 14				
269	Article 14 Reporting	Article 14 Reporting	Article 14 Reporting	Article 14 Reporting
Article 14(1)				
270	1. Each Member State shall submit to the Commission a standalone progress report on the implementation of its national policy framework for the first time by 1 January 2027 and every two years thereafter.	1. Each Member State shall submit to the Commission a standalone progress report on the implementation of its national policy framework for the first time by 1 January ~~2027~~ ***2026*** and every ~~two years thereafter~~ ***year thereafter. That report shall be made publicly available in an easily readable and understandable form and***	1. Each Member State shall submit to the Commission a standalone **national** progress report on the implementation of its national policy framework for the first time by 1 January 2027 and every two years thereafter.	1. Each Member State shall submit to the Commission a standalone national progress report on the implementation of its national policy framework for the first time by 1 January 2027 and every two years thereafter. ***That report shall be drafted in an easily readable and understandable form and be made publicly available by the Commission.***

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		displayed in the European Alternative Fuels Observatory.		
Article 14(2)				
271	2. The progress reports shall cover the information listed in Annex I and shall, where appropriate, include a relevant justification regarding the level of attainment of the national targets and objectives referred to in Article 13.	2. The progress reports shall cover the information listed in Annex I and shall, where appropriate, include a relevant justification regarding the level of attainment of the national targets and objectives referred to in Article 13.	2. The progress ~~reports~~ **report** shall cover the information listed in Annex I and shall, where appropriate, include a relevant justification regarding the level of attainment of the national targets and objectives referred to in Article 13.	2. The ***national*** progress report shall cover the information listed in Annex I and shall, where appropriate, include a relevant justification regarding the level of attainment of the national targets and objectives referred to in Article 13.
Article 14(3)				
272	3. The regulatory authority of a Member States shall assess, at the latest by 30 June 2024 and periodically every three years thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points, whether public or private, and provide recommendations in terms of type, supporting technology and geographical distribution in order to facilitate the	3. The regulatory authority of a Member States shall assess, at the latest by 30 June 2024 and periodically every ~~*three years*~~***year*** thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points, ~~*whether*~~***smart, bi-directional and of all power outputs, both*** public ~~*or*~~***and*** private, and provide recommendations in terms of type, supporting	3. ~~The regulatory authority of a~~ Member States shall assess, at the latest by 30 June 2024 and periodically every ~~three~~**four** years thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points, whether public or private, and provide recommendations in terms of type, supporting technology and geographical distribution in order to facilitate the	3. Member States shall assess, at the latest by 30 June 2024 and periodically every four years thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points, ***smart, bi-directional and of all power outputs,*** whether public or private, and provide recommendations in terms of type, supporting technology and geographical distribution in order

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	ability of users to integrate their electric vehicles in the system. It shall be made publicly available. On the basis of the results of the assessment, Member States shall, if necessary, take the appropriate measures for the deployment of additional recharging points and include them in their progress report referred to in paragraph 1. The assessment and measures shall be taken into account by the system operators in the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944.	technology and geographical distribution in order to facilitate the ability of users to integrate their electric vehicles in the system. It shall ***consider inputs from all relevant stakeholders, including operators of recharging points, transmission and distribution system operators, consumer organisations and solution providers, and*** be made publicly available. On the basis of the results of the assessment, Member States shall, if necessary, take the appropriate measures for the deployment of additional recharging points and include them in their progress report referred to in paragraph 1***. Member States shall also take the appropriate measures to ensure consistency between the recharge infrastructure planning and the respective grid planning***. The assessment and measures shall be taken into account by the system operators in the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944.	ability of users to integrate their electric vehicles in the system. It shall be made publicly available**. Member States may request the regulatory authority to carry out this assessment**. On the basis of the results of the assessment, Member States shall, if necessary, take the appropriate measures for the deployment of additional recharging points and include them in their progress report referred to in paragraph 1. The assessment and measures shall be taken into account by the system operators in the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944.	to facilitate the ability of users to integrate their electric vehicles in the system. ~~It~~ ***The assessment shall identify the appropriate measures to be implemented to ensure consistency between the infrastructure planning and the respective grid planning in order to meet the requirements set out in this Regulation. This assessment shall consider inputs from all relevant stakeholders and*** shall be made publicly available. Member States may request the regulatory authority to carry out this assessment. On the basis of the results of the assessment, Member States shall, if necessary, take the appropriate measures for the deployment of additional recharging points and include them in their progress report referred to in paragraph 1. The assessment and measures shall be taken into account by the system operators in the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944. see also recital (37a) – line 47a
Article 14(4)				
273	4. On the basis of input from	4. On the basis of input from	4. On the basis of input from	4. On the basis of input from

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	transmission system operators and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by 1 30 June 2024 and periodically every three years thereafter, the potential contribution of bidirectional charging to the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall take, if necessary, the appropriate measures to adjust the availability and geographical distribution of bidirectional recharging points, in both public and private areas and include them in their progress report referred to in paragraph 1.	transmission system operators and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by ~~1 30~~**30** June 2024 and periodically every ~~three years~~**year** thereafter, the potential contribution of bidirectional charging to ***peak shaving and*** the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall take~~, if necessary,~~ the appropriate measures to adjust the availability and geographical distribution of bidirectional recharging points, in both public and private areas and include them in their progress report referred to in paragraph 1.	transmission system operators and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by ~~1 30~~**30** June 2024 and periodically every ~~three~~**four** years thereafter, the potential contribution of bidirectional charging to the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall take, if necessary, the appropriate measures to adjust the availability and geographical distribution of bidirectional recharging points~~, in both public and~~ **in** private areas and include them in their progress report referred to in paragraph 1.	transmission system operators and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by 30 June 2024 and periodically every four years thereafter, the potential contribution of bidirectional charging to the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall take, if necessary, the appropriate measures to adjust the availability and geographical distribution of bidirectional recharging points in private areas and include them in their progress report referred to in paragraph 1.
Article 14(5)				
274	5. The Commission shall adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be submitted by the Member States in accordance with Article 13(1) and six months after the date referred to in Article 24.	5. The Commission shall ***provide for technical and advisory assistance to the national authorities concerned and shall*** adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be	*deleted*	*Article 14(5) is moved to a new article 14a*

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	The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation.	submitted by the Member States in accordance with Article 13(1) and six months after the date referred to in Article 24. The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation.		
Article 14a				
274a			**Article 14a Content, structure and format of national policy frameworks and national progress reports**	Article 14a Content, structure and format of national policy frameworks and national progress reports
Article 14a, first paragraph				
274b			**The Commission shall adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be submitted by the Member States in accordance with Article 13 and Article 14(1), no later than six months after the date of application referred to in Article 24. The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation.**	The Commission shall adopt guidance and templates concerning the content, structure and format of the national policy frameworks and the content of the national progress reports to be submitted by the Member States in accordance with Article 13 and Article 14(1), no later than six months after the date of application referred to in Article 24. The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation.

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Article 15				
275	Article 15 Review of national policy frameworks and progress reports	Article 15 Review of national policy frameworks and progress reports	Article 15 Review of national policy frameworks and **national** progress reports	Article 15 Review of national policy frameworks and national progress reports
Article 15(1)				
276	1. By 1 January 2026, the Commission shall assess the national policy framework notified by Member States pursuant to Article 13(9) and submit to the European Parliament and to the Council a report on the assessment of those national policy frameworks and their coherence at Union level, including a first assessment of the expected level of attainment of the national targets and objectives referred to in Article 13 (1).	1. By 1 January 2026, the Commission shall assess the national policy framework notified by Member States pursuant to Article 13(9) and submit to the European Parliament and to the Council a report on the assessment of those national policy frameworks and their coherence at Union level, including a first assessment of the expected level of attainment of the national targets and objectives referred to in Article 13 (1).	1. By 1 January 2026, the Commission shall assess the national policy framework notified by Member States pursuant to Article 13(9) and submit to the European Parliament and to the Council a report on the assessment of those national policy frameworks and their coherence at Union level, including a first assessment of the expected level of attainment of the national targets and objectives referred to in Article ~~13 (1)~~**13(1)**.	1. By 1 January 2026, the Commission shall assess the national policy framework notified by Member States pursuant to Article 13(9) and submit to the European Parliament and to the Council a report on the assessment of those national policy frameworks and their coherence at Union level, including a first assessment of the expected level of attainment of the national targets and objectives referred to in Article 13(1).
Article 15(2)				
277	2. The Commission shall assess the progress reports submitted by Member States pursuant to Article 14(1) and shall as appropriate issue recommendations to Member States to ensure the achievement of the objectives and obligations laid down in this Regulation. Following those recommendations, the Member States shall issue an	2. The Commission shall assess the progress reports submitted by Member States pursuant to Article 14(1)***. The Commission shall ensure that those progress reports are made publicly available in an easily readable and understandable form, and displayed in the European Alternative Fuels Observatory.***	2. The Commission shall assess the **national** progress reports submitted by Member States pursuant to Article 14(1) and shall as appropriate issue recommendations to Member States to ensure the achievement of the objectives and obligations laid down in this Regulation. Following those recommendations, the	2. The Commission shall assess the national progress reports submitted by Member States pursuant to Article 14(1) and shall as appropriate issue recommendations to Member States to ensure the achievement of the objectives and obligations laid down in this Regulation. Following those recommendations, the

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	update of their progress report within six months following the Commission's recommendations.	***The Commission*** ~~*and*~~ shall**,** as appropriate**,** issue recommendations to Member States to ensure the achievement of the objectives and obligations laid down in this Regulation. Following those recommendations, the Member States shall issue an update of their progress report within six months following the Commission's recommendations.	Member States ~~shall~~**may** issue an update of their **national** progress report within six months following the Commission's recommendations.	Member States may issue an update of their national progress report within six months following the Commission's recommendations. - may is more appropriate in the context of recommendations - the national progress reports are made publicly available under article 14(1)
Article 15(2a)				
277a		***2a. The Member State concerned shall, within six months of receipt of the recommendations, notify the Commission on how it intends to implement the recommendations.***		
Article 15(2b)				
277b		***2b. After the submission of the notification referred to in paragraph 2a, the Member State concerned shall set out, in its follow-up progress report submitted in the year following that in which the recommendations were issued, how it has implemented the recommendations. If the Member State concerned decides not to***		

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		implement the recommendations or a substantial part thereof, it shall provide the Commission with its reasons for not doing so.		
Article 15(3), introductory part				
278	3. The Commission shall submit to the European Parliament and to the Council a report on its assessment of the progress reports pursuant to Article 14(1) one year after submission of the national progress reports by the Member States. This assessment shall contain an assessment of:	3. The Commission shall submit to the European Parliament and to the Council a report on its assessment of the progress reports pursuant to Article 14(1) ~~*one year*~~***six months*** after submission of the national progress reports by the Member States. This assessment shall contain an assessment of:	3. The Commission shall submit to the European Parliament and to the Council a report on its assessment of the **national** progress reports ~~pursuant to Article 14(1)~~ one year after submission of ~~the national~~**those** progress reports by the Member States **pursuant to Article 14(1)**. This assessment shall contain an assessment of:	3. The Commission shall submit to the European Parliament and to the Council a report on its assessment of the national progress reports one year after submission of those progress reports by the Member States pursuant to Article 14(1). This assessment shall contain an assessment of:
Article 15(3), point (a)				
279	(a) the progress made at Member States level on the achievement of the targets and objectives;	(a) the progress made at Member States level on the achievement of the targets and objectives;	(a) the progress made ~~at~~**by** Member States ~~level~~ on the achievement of the targets and objectives;	(a) the progress made by Member States on the achievement of the targets and objectives;
Article 15(3), point (b)				
280	(b) the coherence of the development at Union level.	(b) the coherence of the development at Union level.	(b) the coherence of the development at Union level.	(b) the coherence of the development at Union level.
Article 15(4), introductory part				

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281	4. On the basis of national policy frameworks and national progress reports of Member States pursuant to Article 13 (1) and 14 (1), the Commission shall publish and regularly update information on the national targets and the objectives submitted by each Member State regarding:	4. On the basis of national policy frameworks and national progress reports of Member States pursuant to Article 13 (1) and 14 (1), the Commission shall publish and regularly update information on the national targets and the objectives submitted by each Member State regarding:	4. On the basis of national policy frameworks~~ and~~**,** national progress reports ~~of~~**and reports submitted by** Member States pursuant to **respectively** Article ~~13 (1) and 14 (1)~~**13(9) Article 14(1) and Article 16(1)**, the Commission shall publish and regularly update information on the national targets and the objectives submitted by each Member State regarding:	4. On the basis of national policy frameworks, national progress reports and reports submitted by Member States pursuant to respectively Article 13(9) Article 14(1) and Article 16(1), the Commission shall ~~*publish*~~***make publicly available*** and regularly update information on the national targets and the objectives submitted by each Member State regarding:
Article 15(4), point (a)				
282	(a) the number of publicly accessible recharging points and stations, separately for recharging points dedicated to light-duty vehicles and recharging points dedicated to heavy-duty vehicles, and in accordance with the categorisation provided in Annex III;	(a) the number of publicly accessible recharging points and stations, separately for recharging points dedicated to light-duty vehicles and recharging points dedicated to heavy-duty vehicles, and in accordance with the categorisation provided in Annex III;	(a) the number of publicly accessible recharging points and stations, separately for recharging points dedicated to light-duty vehicles and recharging points dedicated to heavy-duty vehicles, and in accordance with the categorisation provided in Annex III;	(a) the number of publicly accessible recharging points and stations, separately for recharging points dedicated to light-duty vehicles and recharging points dedicated to heavy-duty vehicles, and in accordance with the categorisation provided in Annex III;
Article 15(4), point (b)				
283	(b) the number of publicly accessible hydrogen refuelling points;	(b) the number of publicly accessible hydrogen refuelling points;	(b) the number of publicly accessible hydrogen refuelling points;	(b) the number of publicly accessible hydrogen refuelling points;

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Article 15(4), point (c)				
284	(c) the infrastructure for shore-side electricity supply in maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;	(c) the infrastructure for shore-side electricity supply in maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;	(c) the infrastructure for shore-side electricity supply in maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;	(c) the infrastructure for shore-side electricity supply in maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;
Article 15(4), point (d)				
285	(d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network;	(d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network***, as well as, where applicable, recharging points for powering electric and hydrogen propulsion aircrafts***;	(d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network;	(d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network;
Article 15(4), point (e)				
286	(e) the number of refuelling points for LNG at maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;	(e) the number of refuelling points for LNG***, hydrogen and ammonia*** at maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;	(e) the number of refuelling points for ~~LNG~~**liquefied methane** at maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;	(e) the number of refuelling points for liquefied methane at maritime and inland ports of the TEN-T core network and the TEN-T comprehensive network;
Article 15(4), point (f)				

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287	(f) the number of publicly accessible refuelling points for LNG for motor vehicles;	(f) the number of publicly accessible refuelling points for LNG for motor vehicles;	(f) the number of publicly accessible refuelling points for ~~LNG~~**liquefied methane** for motor vehicles;	(f) the number of publicly accessible refuelling points for liquefied methane for motor vehicles;
Article 15(4), point (g)				
288	(g) the number of publicly accessible CNG refuelling points for motor vehicles;	(g) the number of publicly accessible CNG refuelling points for motor vehicles;	(g) the number of publicly accessible CNG refuelling points for motor vehicles;	
Article 15(4), point (h)				
289	(h) refuelling and recharging points for other alternative fuels at TEN-T core and comprehensive maritime and inland ports;	(h) refuelling and recharging points for other alternative fuels at TEN-T core and comprehensive maritime and inland ports;	(h) refuelling and recharging points for other alternative fuels at TEN-T core and comprehensive maritime and inland ports;	(h) refuelling and recharging points for other alternative fuels at TEN-T core and comprehensive maritime and inland ports;
Article 15(4), point (i)				
290	(i) refuelling and recharging points for other alternative fuels at airports of the TEN-T core network and the TEN-T comprehensive network;	(i) refuelling and recharging points for other alternative fuels at airports of the TEN-T core network and the TEN-T comprehensive network;	(i) refuelling and recharging points for other alternative fuels at airports of the TEN-T core network and the TEN-T comprehensive network;	(i) refuelling and recharging points for other alternative fuels at airports of the TEN-T core network and the TEN-T comprehensive network;
Article 15(4), point (j)				
291	(j) refuelling and recharging points	(j) refuelling and recharging points	(j) refuelling **points for**	(j) refuelling points for alternative

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	for rail transport.	for rail transport.	**alternative fuels** and recharging points for rail transport.	fuels and recharging points for rail transport.
Article 15(4), point (ja)				
291a		***(ja) the number of publicly accessible recharging points partially dedicated to captive fleets including public transport and car sharing;***		there is no data available to report on this
Article 15(4), point (jb)				
291b		***(jb) the alternative fuel infrastructure in outermost regions and islands.***		
Article 15(4a)				
291c		***4a. The Commission shall report to the European Parliament and the Council, by 1 January 2030, and every third year until 2050, the results of an evaluation on the functioning of this Regulation, with emphasis on this Regulation's effects on the functioning of the single market, the competitiveness of affected sectors and the magnitude of carbon leakage.***		the Commission shall assess the coherence at Union level (Art 15(3)(b) - line 280)
Article 15(4b)				
291d		***4b. The Commission shall report***		

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		to the European Parliament and the Council, by 1 January 2030, and every fifth year until 2050, the results of a comprehensive evaluation of the aggregated macroeconomic impact of the Regulations that make up the 'Fit for 55' package[1], with emphasis on the effects on the Union's competitiveness, job creation, transport freight rates, household purchasing power and the magnitude of carbon leakage. _____ *1. Communication from the Commission (COM(2021)0550), 14 July 2021*		the Commission shall assess the coherence at Union level (Art 15(3)(b) - line 280)
Article 15(4c)				
291e		***4c. The Commission shall consider possible amendments to this Regulation with regards to regulatory simplification. The Commission and the competent authorities in the Member States shall continuously adapt to best practice administrative procedures and take all measures to simplify the enforcement of this Regulation, keeping administrative burdens to a minimum.***		
Article 16				

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292	Article 16 Progress tracking	Article 16 Progress tracking	Article 16 Progress tracking	Article 16 Progress tracking
Article 16(1)				
293	1. By 28 February of the year following the entry into force of this Regulation and every year thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug- in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III.	1. By 28 February of the year following the entry into force of this Regulation and every year thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug- in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III.	1. By ~~28 February~~**31 March** of the year following the ~~entry into force of this Regulation~~**date of application referred to in Article 24** and every year thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug- in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III.	1. By 31 March of the year following the date of application referred to in Article 24 and every year thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug- in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III.
Article 16(2)				
294	2. Where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State is at risk of not meeting its national targets as referred to in Article 3(1), the Commission may issue a finding to this effect and request the Member State concerned to take corrective measures to meet	2. Where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State is at risk of not meeting its national targets as referred to in Article 3(1), the Commission ~~*may*~~***shall*** issue a finding to this effect and request the Member State concerned to take corrective	2. **Without prejudice to the procedure laid down in Article 258 TFEU,** where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State ~~is at risk of not meeting~~**did not meet** its national targets as referred to in Article 3(1), the Commission may issue a finding to this effect	2. Without prejudice to the procedure laid down in Article 258 TFEU, where it is evident from the report referred to in paragraph 1 of this Article or from any information available to the Commission that a Member State ~~*did not meet*~~ ***is at risk of not meeting*** its national targets as referred to in Article 3(1), the Commission may issue a finding to

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	the national targets. Within three months following the receipt of the Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1). The corrective measures shall entail additional actions that the Member State shall implement to meet the targets set in Article 3 (1) and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest progress report as referred to in Article 14 with these corrective measures and submit it to the Commission.	measures to meet the national targets. Within three months following the receipt of the Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1). The corrective measures shall entail additional actions that the Member State shall implement to meet the targets set in Article 3 (1) and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest progress report as referred to in Article 14 with these corrective measures and submit it to the Commission. ***Where the Commission finds that the corrective measures are not satisfactory, it shall consider taking necessary measures in respect of that Member State. The measures shall be proportionate, appropriate and in accordance with the Treaties.***	and ~~request~~**recommend** the Member State concerned to take corrective measures to meet the national targets. Within three months following the receipt of the Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1)~~. The corrective measures shall entail~~ **including** additional actions that the Member State ~~shall~~**intends to** implement to meet ~~the~~**those** targets ~~set in Article 3 (1)~~ and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest **national** progress report as referred to in Article 14 with these corrective measures and submit it to the Commission.	this effect and recommend the Member State concerned to take corrective measures to meet the national targets. Within three months following the receipt of the Commission's findings, the Member State concerned shall notify to the Commission the corrective measures that it plans to implement to meet the targets set in Article 3(1) including additional actions that the Member State intends to implement to meet those targets and a clear timetable for actions that enables the assessment of the annual progress towards meeting those targets. Where the Commission finds that the corrective measures are satisfactory, the Member State concerned shall update its latest national progress report as referred to in Article 14 with these corrective measures and submit it to the Commission. the EP amendment is not in line with the treaty and would prejudge the infringement procedure under Article 258 TFEU.
Article 16(2a)				

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294a		***2a. The Commission shall duly inform the European Parliament and Council about any measures taken in accordance with paragraph 2, and make these decisions publicly available, in accordance with Regulation (EC) No 1049/2001.***		
Article 17				
295	Article 17 User information	Article 17 User information	Article 17 User information	Article 17 User information
Article 17(1), introductory part				
296	1. Relevant, consistent and clear information shall be made available as regards motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged by recharging points. That information shall be made available in motor vehicle manuals, at refuelling and recharging points, on motor vehicles and in motor vehicle dealerships in their territory. This requirement shall apply to all motor vehicles, and their motor vehicle manuals, placed on the market after 18 November 2016.	1. Relevant, consistent and clear information shall be– made available as regards motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged by recharging points. ***To that end, Member States shall ensure that all motor vehicle*** ~~*That*~~ information ***relevant to the fuels or e-charging provided for in this Regulation and in other applicable Union legislation*** shall be made available in motor vehicle manuals, at refuelling and recharging points, on motor vehicles and in motor vehicle dealerships in their territory. This requirement shall apply to all motor vehicles, and their motor	1. Relevant, consistent and clear information shall be– made available as regards motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged ~~by~~**at** recharging points. That information shall be made available~~ in motor vehicle manuals, at refuelling and recharging points, on motor vehicles and in motor vehicle dealerships in their territory. This requirement shall apply to all motor vehicles, and their motor vehicle manuals, placed on the market after 18 November 2016.~~**:**	1. Relevant, consistent and clear information shall be made available as regards motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged at recharging points. That information shall be made available:

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		vehicle manuals, placed on the market ~~*after 18 November 2016*~~.		
Article 17(1), introductory part, second part				
296a		***To this end, the Commission shall review, as appropriate, the Directive 1999/94/EC no later than one year after the date mentioned in Article 24 of this Regulation.***		this EP amendment might be better placed in recital (44) (line 54)
Article 17(1), point (a)				
296b			**(a) in motor vehicle manuals and on motor vehicles by manufacturers as referred to inc Article 3(40) of Regulation (EU) 2018/858 when those vehicles are placed on the market;**	(a) in motor vehicle manuals and on motor vehicles by manufacturers as referred to inc Article 3(40) of Regulation (EU) 2018/858 when those vehicles are placed on the market;
Article 17(1), point (b)				
296c			**(b) at refuelling and recharging points by refuelling and recharging point operators, and**	(b) at refuelling and recharging points by refuelling and recharging point operators, and
Article 17(1), point (c)				
296d			**(c) in motor vehicle dealerships by the distributors as referred to**	(c) in motor vehicle dealerships by the distributors as referred to in

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			in Article 3(43) of Regulation (EU) 2018/858.	Article 3(43) of Regulation (EU) 2018/858.
Article 17(2), introductory part				
297	2. Identification of vehicles and infrastructures compatibility as well as identification of fuels and vehicle compatibility referred to in paragraph 1 shall be in compliance with the technical specifications referred to in points 9.1 and 9.2 of Annex II. Where such standards refer to a graphical expression, including a colour coding scheme, the graphical expression shall be simple and easy to understand, and it shall be placed in a clearly visible manner:	2. Identification of vehicles and infrastructures compatibility as well as identification of fuels and vehicle compatibility referred to in paragraph 1 shall be in compliance with the technical specifications referred to in points 9.1 and 9.2 of Annex II. ***Member States shall ensure that,*** where such standards refer to a graphical expression, including a colour coding scheme, the graphical expression shall be simple and easy to understand, and it shall be placed in a clearly visible manner:	2. Identification of vehicles and infrastructures compatibility as well as identification of fuels and vehicle compatibility referred to in paragraph 1 shall be in compliance with the technical specifications referred to in points 9.1 and 9.2 of Annex II. Where such standards refer to a graphical expression, including a colour coding scheme, the graphical expression shall be simple and easy to understand, and it shall be placed in a clearly visible manner:	2. Identification of vehicles and infrastructures compatibility as well as identification of fuels and vehicle compatibility referred to in paragraph 1 shall be in compliance with the technical specifications referred to in points 9.1 and 9.2 of Annex II. Where such standards refer to a graphical expression, including a colour coding scheme, the graphical expression shall be simple and easy to understand, and it shall be placed in a clearly visible manner:
Article 17(2), point (a)				
298	(a) on corresponding pumps and their nozzles at all refuelling points, as from the date on which fuels are placed on the market; or	(a) on corresponding pumps and their nozzles at all refuelling points, as from the date on which fuels are placed on the market; ~~or~~***and***	(a) **by refuelling point operators** on corresponding pumps and their nozzles at all refuelling points **operated by them**, as from the date on which fuels are placed on the market;~~ or~~	(a) by refuelling point operators on corresponding pumps and their nozzles at all refuelling points operated by them, as from the date on which fuels are placed on the market;
Article 17(2), point (b)				

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299	(b) in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market after 18 November 2016.	(b) in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market ~~*after 18 November 2016*~~.	(b) **by manufacturers as referred to in Article 3(40) of Regulation (EU) 2018/858** in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market ~~after 18 November 2016~~.	(b) by manufacturers as referred to in Article 3(40) of Regulation (EU) 2018/858 in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended for and compatible with that fuel and in motor vehicle manuals, when such motor vehicles are placed on the market.
Article 17(3)				
300	3. When fuel prices are displayed at a fuel station, a comparison between the relevant unit prices shall be displayed where appropriate, and in particular for electricity and hydrogen, for information purposes following the common methodology for alternative fuels unit price comparison referred to in point 9.3 of Annex II.	3. When fuel prices are displayed at a fuel station, ***Member States shall ensure that*** a comparison between the relevant unit prices ~~*shall be*~~***is*** displayed where appropriate, and in particular for electricity and hydrogen, for information purposes following the common methodology for alternative fuels unit price comparison referred to in point 9.3 of Annex II. ***For ad hoc recharging of electricity and refuelling of hydrogen, the price shall also be provided per kWh and per kg, respectively.***	3. When fuel prices are ~~displayed at a fuel~~**shown at a refuelling** station, **Member States shall ensure that** a comparison between the relevant unit prices ~~shall be displayed~~**is shown** where appropriate, and in particular for electricity and hydrogen, for information purposes following the common methodology for alternative fuels unit price comparison referred to in point 9.3 of Annex II.	3. When fuel prices are shown at a refuelling ***or a recharging*** station, Member States shall ensure that a comparison between the relevant unit prices is shown where appropriate, and in particular for electricity and hydrogen, for information purposes following the common methodology for alternative fuels unit price comparison referred to in point 9.3 of Annex II. adding 'or a recharging' because of the reference later in this paragraph to 'electricity'
Article 17(4)				

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301	4. Where European Standards setting technical specifications of a fuel do not include labelling provisions for compliance with the standards in question, where the labelling provisions do not refer to a graphical expression including colour coding schemes, or where the labelling provisions are not suitable for attaining the objectives of this Regulation, the Commission may, for the purposes of the uniform implementation of paragraphs 1 and 2:	4. Where European Standards setting technical specifications of a fuel do not include labelling provisions for compliance with the standards in question, where the labelling provisions do not refer to a graphical expression including colour coding schemes, or where the labelling provisions are not suitable for attaining the objectives of this Regulation, the Commission may, for the purposes of the uniform implementation of paragraphs 1 and 2:	4. Where European Standards setting technical specifications of a fuel do not include labelling provisions for compliance with the standards in question, where the labelling provisions do not refer to a graphical expression including colour coding schemes, or where the labelling provisions are not suitable for attaining the objectives of this Regulation, the Commission may, **by means of implementing acts in accordance with Article 21(2),** for the purposes of the uniform implementation of paragraphs 1 and 2:	4. Where European Standards setting technical specifications of a fuel do not include labelling provisions for compliance with the standards in question, where the labelling provisions do not refer to a graphical expression including colour coding schemes, or where the labelling provisions are not suitable for attaining the objectives of this Regulation, the Commission may, ~~*by means of implementing acts in accordance with Article 21(2),*~~ for the purposes of the uniform implementation of paragraphs 1 and 2:
Article 17(4), point (a)				
302	(a) mandate ESOs to develop compatibility labelling specifications,	(a) mandate ESOs to develop compatibility labelling specifications,	(a) mandate ESOs to develop compatibility labelling specifications~~,~~**;**	(a) mandate ESOs to develop compatibility labelling specifications;
Article 17(4), point (b)				
303	(b) adopt implementing acts determining the graphical expression, including a colour coding scheme, of compatibility for fuels introduced in the Union market which reach the level of 1 % of the total volume of sales, in the assessment of the Commission,	(b) adopt implementing acts determining the graphical expression, including a colour coding scheme, of compatibility for fuels introduced in the Union market which reach the level of 1 % of the total volume of sales, in the assessment of the Commission,	(b) ~~adopt implementing acts determining~~**determine** the graphical expression, including a colour coding scheme, of compatibility for fuels introduced in the Union market which reach the level of 1 % of the total volume of sales, in the assessment of the	(b) ***by means of implementing acts adopted in accordance with article 21(2)*** determine the graphical expression, including a colour coding scheme, of compatibility for fuels introduced in the Union market which reach the level of 1 % of the total volume

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	in more than one Member State.	in more than one Member State.	Commission, in more than one Member State.	of sales, in the assessment of the Commission, in more than one Member State.
Article 17(5)				
304	5. Where provisions on labelling of the respective European Standards are updated, implementing acts regarding the labelling are adopted or new European Standards for alternative fuels are developed, as necessary, the corresponding requirements on labelling shall apply to all refuelling and recharging points and motor vehicles registered on the territory of the Member States 24 months after their respective updating or adoption.	5. Where provisions on labelling of the respective European Standards are updated, implementing acts regarding the labelling are adopted or new European Standards for alternative fuels are developed, as necessary, the corresponding requirements on labelling shall apply to all refuelling and recharging points and motor vehicles registered on the territory of the Member States 24 months after their respective updating or adoption.	5. Where provisions on labelling of the respective European Standards are updated, implementing acts regarding the labelling are adopted or new European Standards for alternative fuels are developed, as necessary, the corresponding requirements on labelling shall apply **24 months after their respective updating or adoption** to all refuelling and recharging points and **to all** motor vehicles ~~registered on the territory of the Member States 24 months after their respective updating or adoption~~ **when they are placed on the market**.	5. Where provisions on labelling of the respective European Standards are updated, implementing acts regarding the labelling are adopted or new European Standards for alternative fuels are developed, as necessary, the corresponding requirements on labelling shall apply ***no later than*** 24 months after their respective updating or adoption to all refuelling and recharging points and to all motor vehicles when they are placed on the market, ***unless otherwise provided by those standards or implementing acts***.
Article 18				
305	Article 18 Data provisions	Article 18 Data provisions	Article 18 Data provisions	Article 18 Data provisions
Article 18(1)				
306	1. Member States shall appoint an Identification Registration Organisation ('IDRO'). The IDRO	1. Member States shall appoint an Identification Registration Organisation ('IDRO'). The IDRO	1. Member States shall appoint an ~~Identification~~ **IDentification** Registration Organisation	

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	shall issue and manage unique identification ('ID') codes to identify, at least operators of recharging points and mobility service providers, at the latest one year after the date referred to in Article 24.	shall issue and manage unique identification ('ID') codes to identify, at least operators of recharging points and mobility service providers, at the latest one year after the date referred to in Article 24.	('IDRO'). The IDRO shall issue and manage unique identification ('ID') codes to identify, at least operators of recharging points and mobility service providers, at the latest one year after the date **of application** referred to in Article 24.	
Article 18(2), first subparagraph				
307	2. Operators of publicly accessible recharging and refuelling points or, in accordance with the arrangement between them, the owners of those points, shall ensure the availability of static and dynamic data concerning alternative fuels infrastructure operated by them and allow accessibility of that data through the National Access Points at no cost. The following data types shall be made available:	2. Operators of publicly accessible recharging and refuelling points or, in accordance with the arrangement between them, the owners of those points, shall ensure the availability of static and dynamic data concerning alternative fuels infrastructure operated by them and allow accessibility of that data through the National Access Points at no cost. ***In doing so, those operators shall also ensure the highest possible level of cybersecurity, data protection and security, especially in authentication, billing and payment processes. Where applicable, those operators shall comply with the provisions in the Directive on measures for a high common level of cybersecurity across the Union (NIS2 Directive).*** The following data	2. **No later than 1 year after the date of application as referred to in Article 24,** operators of publicly accessible recharging **points** and refuelling points **for alternative fuels** or, in accordance with the arrangement between them, the owners of those points, shall ensure the availability of static and dynamic data concerning alternative fuels infrastructure operated by them ~~and allow accessibility of that data through the National Access Points~~**or services inherently linked to such infrastructure that they provide or they outsource** at no cost. The following data types shall be made available:	

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		types shall be made available:		
Article 18(2), first subparagraph, point (a)				
308	(a) static data for publicly accessible recharging and refuelling points operated by them:	(a) static data for publicly accessible recharging and refuelling points operated by them:	(a) static data for publicly accessible recharging **points** and refuelling points **for alternative fuels** operated by them:	
Article 18(2), first subparagraph, point (a)(i)				
309	(i) geographic location of the recharging or refuelling point,	(i) geographic location of the recharging or refuelling point ***and, if possible, information about resting facilities and food supply nearby***,	(i) geographic location of the recharging ~~or~~**points and** refuelling ~~point~~**points for alternative fuels**,	
Article 18(2), first subparagraph, point (a)(ia)				
309a		***(ia) facilities offering protection from rain or other severe weather conditions,***		
Article 18(2), first subparagraph, point (a)(ib)				
309b		***(ib) illumination during night-time charging,***		
Article 18(2), first subparagraph, point (a)(ii)				
310	(ii) number of connectors,	(ii) number of connectors,	(ii) number of connectors,	
Article 18(2), first subparagraph, point (a)(iii)				

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311	(iii) number of parking spaces for people with disabilities,	(iii) number of parking spaces for people with disabilities,	(iii) number of parking spaces for people with disabilities,	
Article 18(2), first subparagraph, point (a)(iv)				
312	(iv) contact information of the owner and operator of the recharging and refuelling station.	(iv) contact information of the owner and operator of the recharging and refuelling station.	(iv) contact information of the owner and operator of the recharging and refuelling station~~.~~**,**	
Article 18(2), point (a)(v)				
312a			**(v) opening hours.**	
Article 18(2), first subparagraph, point (b)				
313	(b) further static data for publicly accessible recharging points operated by them:	(b) further static data for publicly accessible recharging points operated by them:	(b) further static data for publicly accessible recharging points operated by them:	
Article 18(2), first subparagraph, point (b)(i)				
314	(i) identification (ID) codes, at least of the operator of the recharging point and mobility service providers offering services at that recharging point, as referred to in paragraph 1,	(i) identification (ID) codes, at least of the operator of the recharging point and mobility service providers offering services at that recharging point, as referred to in paragraph 1,	(i) identification (ID) codes, at least of the ~~operator of the~~ recharging point~~ and mobility service providers offering services at that recharging point, as referred to in paragraph 1~~,	
Article 18(2), first subparagraph, point (b)(ii)				
315	(ii) type of connector,	(ii) type ***and availability*** of connector,	(ii) type of connector,	
Article 18(2), first subparagraph, point (b)(iii)				

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316	(iii) type of current (AC/DC),	(iii) type of current (AC/DC),	(iii) type of current (AC/DC),	
Article 18(2), first subparagraph, point (b)(iv)				
317	(iv) power output (kW),	(iv) power output (kW) ***in total and maximum individual power output***,	(iv) power output (kW)~~,~~**.**	
Article 18(2), first subparagraph, point (b)(iva)				
317a		***(iva) accessibility for heavy-duty vehicles, including height, length and width restrictions of the recharging and refuelling points.***		
Article 18(2), first subparagraph, point (c)				
318	(c) dynamic data for all recharging and refuelling points operated by them:	(c) dynamic data for all recharging and refuelling points operated by them:	(c) dynamic data for ~~all~~**publicly accessible** recharging **points** and refuelling points **for alternative fuels** operated by them:	
Article 18(2), first subparagraph, point (c)(i)				
319	(i) operational status (operational/out of order),	(i) operational status (operational/out of order),	(i) operational status (operational/out of order),	
Article 18(2), first subparagraph, point (c)(ii)				
320	(ii) availability (in use/ not in use),	(ii) availability (in use/ not in use), ***availability rate per relevant period of time (day/hours),***	(ii) availability (in use/ not in use),	
Article 18(2), first subparagraph, point (c)(iii)				

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321	(iii) ad hoc price.	(iii) ad hoc price.	(iii) ad hoc price.	
Article 18(2), first subparagraph, point (c)(iiia)				
321a		***(iiia) when available, the share of renewable electricity and the greenhouse gas emissions content of the electricity supplied at recharging points,***		
Article 18(2), first subparagraph, point (c)(iiib)				
321b		***(iiib) enabled for bi-directional charging (yes/no),***		
Article 18(2), first subparagraph, point (c)(iiic)				
321c		***(iiic) capability of smart charging,***		
Article 18(2), first subparagraph, point (c)(iiid)				
321d		***(iiid) accepted payment methods,***		
Article 18(2), first subparagraph, point (c)(iiie)				
321e		***(iiie) if applicable, price and time limit for parking.***		
Article 18(2), subparagraph 1a				
321f		***(ca) available languages on the display,***		

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Article 18(2), subparagraph 1a				
321g		***Operators of publicly accessible recharging and refuelling points or, in accordance with the arrangement between them, the owners of those points, whilst in accordance with relevant Union law, shall not be obliged to disclose static or dynamic data that would result in the disclosure of company confidential data, which may prejudice the interest of a company.***		
Article 18(2), second subparagraph				
321h			**The requirements laid down in point (c) shall not apply to publicly accessible recharging points that do not require payment for the recharging service.**	
Article 18(3)				
322	3. Member States shall ensure the accessibility of data on an open and non-discriminatory basis to all stakeholders through their National Access Point in application of Directive 2010/40/EU of the European Parliament and the	3. Member States shall***, whilst in accordance with relevant Union law,*** ensure the accessibility of data***, not including company confidential data which may prejudice the interest of a company,*** on an open and non-	3. **No later than 15 months after the date of application referred to in Article 24,** Member States shall ensure **that the data referred to in paragraph 2 is made accessible** ~~the accessibility of data~~ on an open and non-discriminatory	

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	Council[1]. 1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).	discriminatory basis to all stakeholders through their National Access Point in application of Directive 2010/40/EU of the European Parliament and the Council[1]~~.~~ 1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).	basis to all stakeholders through their National Access ~~Point in application of Directive 2010/40/EU of the European Parliament and the Council[1]~~**Points in accordance with the relevant provisions related to such data in Delegated Regulation (EU) 2022/670[1] and in compliance with the additional complementary specifications that may be adopted in accordance with paragraph 4a**. 1. ~~Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1)~~**Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services, OJ L 122, 25.4.2022, p. 1**.	
Article 18(3a)				
322a		***3a. By 31 December 2026, the Commission shall establish a common European access point for alternative fuels data. In doing so, the Commission shall ensure***		

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		full compliance with the provisions laid down in Directive XX-XXX [ITS Directive] and the Regulation XX-XXX on Multimodal digital mobility services. The common European access point shall fully build on the National Access Points connecting them with one another. It shall offer access to all data made available to the NAPs, ensuring that it is publicly available, on a non-discriminatory basis, to end users, other market participants and service providers for their use, subject to compliance with data protection requirements. The Commission shall ensure that the common European access point is made available to the public and easily accessible, for example through the creation of a dedicated web portal. The Commission shall ensure that the data contained in the common European access point on the availability and accessibility, including waiting times and the remaining alternative fuels capacity, of the refuelling and recharging points, is available through a publicly accessible, up-to-date, user-		

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		friendly and multilingual interface at EU level.		
Article 18(3b)				
322b		***3b. Member States shall ensure that their National Access Points allow for an automated and uniform data exchange with the common European access point and the operators of publicly accessible recharging and refuelling points, in accordance with the procedures and technical requirements to be established in accordance with paragraph 4.***		
Article 18(4)				
323	4. The Commission shall be empowered to adopt delegated acts in accordance with Article 17 to:	4. The Commission shall be empowered to adopt delegated acts in accordance with Article ~~17~~***20*** to:	4. The Commission shall be empowered to adopt delegated acts in accordance with Article ~~17 to:~~**20 to add to the data types specified in paragraph 2 additional data types concerning publicly accessible recharging points and refuelling points for alternative fuels or services inherently linked to such infrastructure that the operators of that infrastructure provide or outsource in view of technological developments or new services made available on**	

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			the market.	
Article 18(4), point (a)				
324	(a) add additional data types to the ones specified in paragraph 2;	(a) add additional data types to the ones specified in paragraph 2;	*deleted*	
Article 18(4), point (b)				
325	*(b)* specify elements related to the data format, frequency and quality in which these data shall be made available;	(b) specify elements related to the data format, frequency and quality in which these data shall be made available;	*deleted*	
Article 18(4), point (c)				
326	*(c)* establish detailed procedures enabling the provision and exchange of data required pursuant to paragraph 2.	(c) establish detailed procedures ***and technical requirements*** enabling the ***uniform European*** provision and exchange of data required pursuant to ~~*paragraph 2*~~***paragraphs 2, 3a and 3b***.	*deleted*	
Article 18(4a), first subparagraph, introductory part				
326a			**4a. The Commission may, by means of implementing acts adopted in accordance with Article 21(2):**	

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Article 18(4a), first subparagraph, point (a)				
326b			**(a) adopt specifications, complementary to those set out in Delegated Regulation (EU) 2022/670, related to the data format, frequency and quality in which the data referred to in paragraph 2 and in the delegated acts adopted on the basis of paragraph 4 shall be made available;**	
Article 18(4a), first subparagraph, point (b)				
326c			**(b) establish detailed procedures enabling the availability and accessibility of data required pursuant to this Article.**	
Article 18(4a), second subparagraph				
326d			**The implementing acts adopted on the basis of this paragraph shall be without prejudice to Directive 2010/40/EU and the delegated and implementing acts adopted on the basis thereof.**	
Article 18(5)				
326e				

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			5. The delegated and implementing acts referred to in paragraph 4 and 4a shall provide for reasonable transitional periods before the provisions contained therein, or amendments thereof, become binding on the operators or owners of recharging points and refuelling points for alternative fuels.	
Article 19				
327	Article 19 Common technical specifications	Article 19 Common technical specifications	Article 19 Common technical specifications	Article 19 Common technical specifications
Article 19(1)				
328	1. Normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date referred to in Article 24, shall comply at least with the technical specifications set out in point 1.1 of Annex II.	1. Normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date referred to in Article 24, shall comply at least with the technical specifications set out in point 1.1 of Annex II.	1. ~~Normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date referred to in Article 24, shall comply at least with~~ The technical specifications set out in ~~point 1.1 of Annex II~~**Annex II shall be complied with**.	1. The technical specifications set out in Annex II shall be complied with.
Article 19(2)				

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329	2. High power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date referred to in Article 24 shall comply at least with the technical specifications set out in point 1.2 of Annex II.	2. High power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed from the date referred to in Article 24 shall comply at least with the technical specifications set out in point 1.2 of Annex II.	*deleted*	
Article 19(3)				
330	*3.* Publicly accessible hydrogen refuelling points deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in points 3.1, 3.2, 3.3, and 3.4 of Annex II.	3. Publicly accessible hydrogen refuelling points deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in points 3.1, 3.2, 3.3, and 3.4 of Annex II.	*deleted*	
Article 19(3a)				
330a		***3a. Publicly accessible ammonia refuelling points deployed or renewed from [date of entry into force of this Regulation] shall comply with the technical specifications set out in points 7.1 and 7.2 of Annex II.***		
Article 19(4)				

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331	4. Shore-side electricity supply installations for maritime transport, deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in points 4.1 and 4.2 of Annex II.	4. Shore-side electricity supply installations for maritime transport, deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in points 4.1 and 4.2 of Annex II.	*deleted*	
Article 19(5)				
332	*5.* CNG refuelling points for motor vehicles deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in point 8 of Annex II.	5. CNG refuelling points for motor vehicles deployed or renewed from the date referred to in Article 24 shall comply with the technical specifications set out in point 8 of Annex II.	*deleted*	
Article 19(6)				
333	*6.* In accordance with Article 10 of Regulation (EU) No 1025/2012, the Commission may request European standardisation organisations to draft European standards defining technical specifications for areas referred to in Annex II to this Regulation for which no common technical specifications have been adopted by the Commission.	6. In accordance with Article 10 of Regulation (EU) No 1025/2012, the Commission may request European standardisation organisations to draft European standards defining technical specifications for areas referred to in Annex II to this Regulation for which no common technical specifications have been adopted by the Commission.	6. In accordance with Article 10 of Regulation (EU) No 1025/2012, the Commission may request European standardisation organisations to draft European standards defining technical specifications for areas referred to in Annex II to this Regulation for which no common technical specifications have been adopted by the Commission.	6. In accordance with Article 10 of Regulation (EU) No 1025/2012, the Commission may request European standardisation organisations to draft European standards defining technical specifications for areas referred to in Annex II to this Regulation for which no common technical specifications have been adopted by the Commission.

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Article 19(7), first subparagraph, introductory part				
334	7. The Commission shall be empowered to adopt delegated acts in accordance with Article 17 to:	7. The Commission shall be empowered to adopt delegated acts in accordance with Article ~~17~~***20*** to:	7. The Commission shall be empowered to adopt delegated acts in accordance with Article ~~17 to~~**20 to amend and supplement Annex II**:	7. The Commission shall be empowered to adopt delegated acts in accordance with Article 20 to amend and supplement Annex II:
Article 19(7), first subparagraph, point (a)				
335	(a) supplement this Article with common technical specifications, to enable full technical interoperability of the recharging and refuelling infrastructure in terms of physical connections and communication exchange for the areas listed in Annex II;	(a) supplement this Article with common technical specifications, to enable full technical interoperability of the recharging and refuelling infrastructure in terms of physical connections and communication exchange for the areas listed in Annex II;	(a) ~~supplement this Article with common~~**by introducing the** technical specifications~~,~~ **for the areas listed in that Annex** to enable full technical interoperability of the recharging and refuelling infrastructure in terms of physical connections~~ and~~**,** communication ~~exchange for the areas listed in Annex II~~**exchanges and access for people with reduced mobility for those areas**;	(a) by introducing the technical specifications for the areas listed in that Annex to enable full technical interoperability of the recharging and refuelling infrastructure in terms of physical connections, communication exchanges and access for people with reduced mobility for those areas;
Article 19(7), first subparagraph, point (b)				
336	(b) amend Annex II by updating the references to the standards referred to in the technical	(b) amend Annex II by updating the references to the standards referred to in the technical	(b) ~~amend Annex II~~ by updating the references to the standards referred to in the technical	(b) by updating the references to the standards referred to in the technical specifications set out in

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	specifications set out in that Annex.	specifications set out in that Annex ***at the latest six months after their technical adoption***.	specifications set out in that Annex.	that Annex.
Article 19(7), second subparagraph				
336a			**When such delegated acts are to apply to exisiting infrastructures those acts shall be based on a cost-benefit analysis, submitted to the European Parliament and the Council together with those delegated acts.**	When such delegated acts are to apply to exisiting infrastructures those acts shall be based on a cost-benefit analysis, submitted to the European Parliament and the Council together with those delegated acts.
Article 19(8)				
336b			**8. The delegated acts referred to in paragraph 7 shall provide for reasonable transitional periods before the technical specifications contained therein, or amendments thereof, become binding on the infrastructure.**	8. The delegated acts referred to in paragraph 7 shall provide for reasonable transitional periods before the technical specifications contained therein, or amendments thereof, become binding on the infrastructure.
Article 20				
337	Article 20	Article 20	Article 20	Article 20

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	Exercise of the delegation	Exercise of the delegation	Exercise of the delegation	Exercise of the delegation
Article 20(1)				
338	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	
Article 20(2)				
339	2. The power to adopt delegated acts referred to in Articles 18 and 19 shall be conferred on the Commission for a period of five years from the date referred to in Article 24. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.	2. The power to adopt delegated acts referred to in Articles 18 and 19 shall be conferred on the Commission for a period of five years from the date referred to in Article 24. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.	2. The power to adopt delegated acts referred to in Articles 18 and 19 shall be conferred on the Commission for a period of five years from the date **of application as** referred to in Article 24. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.	

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Article 20(3)				
340	3. The delegation of power referred in Articles 18 and 19 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	3. The delegation of power referred in Articles 18 and 19 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	3. The delegation of power referred in Articles 18 and 19 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	
Article 20(3a)				
340a			**3a. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.**	
Article 20(4)				
341	4. As soon as it adopts a delegated	4. As soon as it adopts a delegated	4. As soon as it adopts a delegated	

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	act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	
Article 20(5)				
342	5. A delegated act adopted pursuant to Articles 18 and 19 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by three months at the initiative of the European Parliament or of the Council.	5. A delegated act adopted pursuant to Articles 18 and 19 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by three months at the initiative of the European Parliament or of the Council.	5. A delegated act adopted pursuant to Articles 18 and 19 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by three months at the initiative of the European Parliament or of the Council.	
Article 21				
343	Article 21 Committee procedure	Article 21 Committee procedure	Article 21 Committee procedure	Article 21 Committee procedure
Article 21(1)				

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344	1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	
Article 21(2)				
345	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	
Article 21(3)				
346	3. Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	3. Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	*deleted*	

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Article 21a				
346a		***Article 21a*** ***Compensatory regulatory reduction***		
Article 21a, first paragraph				
346b		***The Commission shall present, at the latest one year after the entry into force of this Regulation, and in line with its communication on the application of the 'one in, one out' principle[1] , proposals offsetting the regulatory burdens introduced by this Regulation, through the revision or abolishment of provisions in other EU Regulations that generate unnecessary compliance costs in the affected sectors.*** _____ ***1. EC press release on the working methods of the von der Leyen Commission, 4 December 2019.***		
Article 22				
347	Article 22 Review	Article 22 Review	Article 22 Review	Article 22 Review

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Article 22(1)				
348	By 31 December 2026, the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it.	***1. The Commission shall monitor the progress made towards achieving the implementation of the Regulation.*** By 31 December 2026, the Commission shall review this Regulation, ***paying special attention to the appropriateness of the targets and infrastructure requirements set within this Regulation. If it finds that one or more provisions are not****~~and, where~~* appropriate ***any more or new technologies have emerged, the Commission shall*** ~~,~~submit a proposal to amend ~~*it*~~***this Regulation***. ***As part of this review, the Commission shall particularly consider the following:***	**1.** By 31 December ~~2026~~**2024**, the Commission shall review **the provisions of** this Regulation **related to heavy-duty vehicles**, and, where appropriate, submit a proposal to amend **this Regulation. In support of this review, the Commission shall submit to the European Parliament and to the Council a technology and market readiness report dedicated to heavy-duty vehicles. This report shall take into account the first indications of the preferences of the market. It shall also consider the technological and standard developments achieved by that date and those expected in the short term, in particular regarding recharging and refuelling standards and technologies such as high power recharging standards, electric road systems (ERS) and liquid hydrogen. Regarding hydrogen refuelling stations, the Commission shall further assess the date referred to in Article 6(1) in light of the technology**	

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			and market developments, the need to specify a minimum capacity for those stations, as well as the relevance and date to extend the requirements to deploy hydrogen refuelling stations to the TEN-T comprehensive network~~it~~.	
Article 22(1), first indent				
348a		***- to decrease the gross tonnage threshold, laid down in Article 9 of this Regulation, to 400, as well as extending these provisions to apply also to all remaining types of ships falling under the scope of Regulation XXXX-XXX FuelEU Maritime;***		
Article 22(1), second indent				
348b		***- to introduce into this Regulation appropriate targets for the infrastructure required to power electric and hydrogen propulsion aircrafts;***		
Article 22(1), third indent				
348c		***- the technological advancement***		

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		of electric road systems such as contactless inductive charging or overhead line technology and whether the deployment of such infrastructure may impact the deployment of publicly accessible recharging infrastructure and, if appropriate, any consequential adjustment is required of the charging infrastructure deployment targets of this Regulation. As part of this assessment, the Commission shall specifically consider the possibility for Member States to account electric road systems towards the achievement of the total power output targets for light commercial vehicles set out in Article 3 and for heavy commercial vehicles set out in Article 4.		
Article 22(2)				
348d			**2. By 31 December 2026 and then every five years, the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it. The Commission shall in particular review whether the electronic means of**	

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			payment referred to in Article 5(2) are still appropriate. It shall also assess whether the traffic thresholds referred to in Article 3 (2b) and (2c), and in Article 4 (1c) and (1d), are still relevant given the expected increase of the share of battery electric vehicles compared to the total fleet of vehicles circulating in the Union.	
Article 23				
349	Article 23 THIS ARTICLE IS MISSING. THANK YOU FOR USING ANOTHER LANGUAGE.	Article 23 ~~*THIS ARTICLE IS MISSING. THANK YOU FOR USING ANOTHER LANGUAGE.*~~***Repeal***	Article 23 ~~THIS ARTICLE IS MISSING. THANK YOU FOR USING ANOTHER LANGUAGE.~~**Repeal**	Article 23 Repeal
Article 23(1)				
350	1. Repeal Directive 2014/94/EU is repealed from the date referred to in Article 24.	1. Repeal Directive 2014/94/EU is repealed from the date referred to in Article 24.	1. ~~Repeal~~ Directive 2014/94/EU ~~is~~**, Commission Delegated Regulation (EU) 2019/1745 and Commission Delegated Regulation (EU) 2021/1444 are** repealed **with effect** from the date **of application** referred to in Article 24.	
Article 23(2)				
351				

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	2. References to Directive 2014/94/EU shall be construed as references to this Regulation and shall be read in accordance with the correlation table laid down in Annex IV.	2. References to Directive 2014/94/EU shall be construed as references to this Regulation and shall be read in accordance with the correlation table laid down in Annex IV.	2. References to Directive 2014/94/EU shall be construed as references to this Regulation and shall be read in accordance with the correlation table laid down in Annex IV.	
Article 24				
352	Article 24 Entry into force	Article 24 Entry into force	Article 24 Entry into force	Article 24 Entry into force
Article 24, first paragraph				
353	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	
Article 24, second paragraph				
353a			**It shall apply from 6 months after entry into force.**	
Article 24, third paragraph				
354	This Regulation shall be binding in	This Regulation shall be binding in	This Regulation shall be binding in	This Regulation shall be binding in

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	its entirety and directly applicable in all Member States.	its entirety and directly applicable in all Member States.	its entirety and directly applicable in all Member States.	its entirety and directly applicable in all Member States.
Formula				
355	Done at Brussels,	Done at Brussels,	Done at Brussels,	Done at Brussels,
Formula				
356	For the European Parliament	For the European Parliament	For the European Parliament	For the European Parliament
Formula				
357	The President	The President	The President	The President
Formula				
358	For the Council	For the Council	For the Council	For the Council
Formula				
359				

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	The President	The President	The President	The President
Annex I, first heading				
360	Reporting	Reporting	Reporting	
Annex I, first paragraph, introductory part				
361	The progress report referred to in Article 14(1) of the Regulation shall include at least the following elements:	The progress report referred to in Article 14(1) of the Regulation shall include at least the following elements:	The **national** progress report referred to in Article 14(1) of the Regulation shall include at least the following elements:	
Annex I, first paragraph, point (1)				
362	1. target setting	1. target setting	1. target setting	
Annex I, first paragraph, point (1)(a)				
363	(a) vehicle uptake projections for 31 December of the years 2025, 2030 and 2035 for:	(a) vehicle uptake projections for 31 December of the years 2025, ***2027, 2030, 2032***~~2030~~ and 2035 for:	(a) vehicle uptake projections for 31 December of the years 2025, 2030 and 2035 for:	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(a), first indent				
364				

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	- light-duty road vehicles separately for battery electric, plug in hybrid, and hydrogen;	- light-duty road vehicles separately for battery electric, plug in hybrid, and hydrogen;	- light-duty road vehicles separately for battery electric, plug in hybrid, and hydrogen;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(a), second indent				
365	- heavy-duty road vehicles, separately for battery electric and hydrogen;	- heavy-duty road vehicles, separately for battery electric and hydrogen;	- heavy-duty road vehicles, separately for battery electric and hydrogen;	
Annex I, first paragraph, point (1)(b)				
366	(b) targets for 31 December 2025, 2030 and 2035 for:	(b) targets for 31 December 2025, ***2027, 2030, 2032***~~2030~~ and 2035 for:	(b) targets for 31 December 2025, 2030 and 2035 for:	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), first indent				
367	- electric recharging infrastructure for light-duty vehicles: number of recharging stations and power output (classification of recharging stations following Annex III to this Regulation);	- electric recharging infrastructure for light-duty vehicles: number of recharging stations and power output (classification of recharging stations following Annex III to this Regulation);	- electric recharging infrastructure for light-duty vehicles: number of recharging stations and power output (classification of recharging stations following Annex III to this Regulation);	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), second indent				
368				

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	- development of recharging stations for light-duty vehicles not accessible to the public;	- development of recharging stations for light-duty vehicles not accessible to the public;	- development of recharging stations for light-duty vehicles not accessible to the public**, if applicable**;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), third indent				
369	- electric recharging infrastructure for heavy-duty vehicles: number of recharging stations and power output;	- electric recharging infrastructure for heavy-duty vehicles: number of recharging stations and power output;	- electric recharging infrastructure for heavy-duty vehicles: number of recharging stations and power output;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), fourth indent				
370	- development of recharging stations for heavy-duty vehicles not accessible to the public;	- development of recharging stations for heavy-duty vehicles not accessible to the public;	- development of recharging stations for heavy-duty vehicles not accessible to the public**, if applicable**;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), fifth indent				
371	- hydrogen refuelling stations: number of refuelling stations, capacity of the refuelling stations and connector provided;	- hydrogen refuelling stations: number of refuelling stations, capacity of the refuelling stations and connector provided;	- hydrogen refuelling stations: number of refuelling stations, capacity of the refuelling stations and connector provided;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first				

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paragraph, point (1)(b), sixth indent				
372	- LNG road refuelling stations: number of refuelling stations and capacity of stations;	- LNG road refuelling stations: number of refuelling stations and capacity of stations;	- ~~LNG~~ road refuelling stations **for liquefied methane**: number of refuelling stations and capacity of stations;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), seventh indent				
373	- LNG refuelling points at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;	- LNG***, hydrogen and ammonia*** refuelling points at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;	- ~~LNG~~ refuelling points **for liquefied methane** at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), eighth indent				
374	- Shore side electricity supply at maritime ports of the TEN-T core and TEN-T comprehensive network, including exact location (port) and capacity of each installation within the port;	- Shore side electricity supply at maritime ports of the TEN-T core and TEN-T comprehensive network, including exact location (port)***, grid capacity,*** and capacity of each installation within the port;	- ~~Shore side~~**shore-side** electricity supply at maritime ports of the TEN-T core and TEN-T comprehensive network, including exact location (port) and capacity of each installation within the port;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), ninth indent				
375				

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	- shore-side electricity supply at inland waterway ports of the TEN-T core and TEN-T comprehensive network including location (port) and capacity;	- shore-side electricity supply at inland waterway ports of the TEN-T core and TEN-T comprehensive network including location (port) and capacity;	- shore-side electricity supply at inland waterway ports of the TEN-T core and TEN-T comprehensive network including location (port) and capacity;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), tenth indent				
376	- electricity supply for stationary aircraft, number of installations per airport of the TEN-T core and TEN-T comprehensive network;	- electricity supply for stationary aircraft, number of installations per airport of the TEN-T core and TEN-T comprehensive network;	- electricity supply for stationary aircraft, number of installations per airport of the TEN-T core and TEN-T comprehensive network;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), eleventh indent				
377	- other national targets and objectives for which no EU wide mandatory national targets exist. For alternative fuels infrastructure in ports, airports and for rail the location and capacity/size of the installation has to be reported;	- other national targets and objectives for which no EU wide mandatory national targets exist. For alternative fuels infrastructure in ports, airports and for rail the location and capacity/size of the installation has to be reported;	- other national targets and objectives for which no EU wide mandatory national targets exist**, if applicable**. For alternative fuels infrastructure in ports, airports and for rail the location and capacity/size of the installation has to be reported;	
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), twelfth indent				
377a		***- electric recharging***		

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		infrastructure for L-category vehicles: number of recharging stations and power output.		
Annex I, first paragraph, Annex I, first paragraph, point (1), Annex I, first paragraph, point (1)(b), thirteenth indent				
377b		***- the information on recharging stations in indents 1 to 4 shall be disaggregated for normal, smart and bi-directional charging capability.***		
Annex I, first paragraph, point (2)				
378	2. utilisation rates: for the categories under point 1(b), reporting the utilisation of that infrastructure;	2. utilisation rates: for the categories under point 1(b), reporting the utilisation of***, and expected future demand for,*** that infrastructure;	2. utilisation rates: for the categories under point 1(b), reporting the utilisation of that infrastructure;	
Annex I, first paragraph, point (3)				
379	3. the level of achievement of the national objectives reported for the deployment of alternative fuels in the different transport modes (road, rail, water and air):	3. the level of achievement of the national objectives reported for the deployment of alternative fuels in the different transport modes (road, rail, water and air):	3. the level of achievement of the ~~national objectives~~**targets** reported for the deployment of alternative fuels in the different transport modes (road, rail, water and air):	
Annex I, first paragraph, Annex I, first paragraph, point (3), first indent				

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380	- level of achievement of the infrastructure deployment targets as referred to in point 1(b) for all transport modes, in particular for electric recharging stations, electric road system (if applicable), hydrogen refuelling stations, shore-side electricity supply in maritime and inland waterway ports, LNG bunkering at TEN-T core maritime ports, other alternative fuels infrastructure in ports, electricity supply to stationary aircrafts, as well as for hydrogen refuelling points and electric recharging points for trains;	- level of achievement of the infrastructure deployment targets as referred to in point 1(b) for all transport modes, in particular for electric recharging stations, electric road system (if applicable), hydrogen refuelling stations, shore-side electricity supply in maritime and inland waterway ports, LNG**,** ***hydrogen and ammonia*** bunkering at TEN-T core maritime ports, other alternative fuels infrastructure in ports, electricity supply to stationary aircrafts, as well as for hydrogen refuelling points and electric recharging points for trains;	- level of achievement of the infrastructure deployment targets as referred to in point 1(b) for all transport modes, **if applicable,** in particular for electric recharging stations, electric road system (if applicable), hydrogen refuelling stations, shore-side electricity supply in maritime and inland waterway ports, ~~LNG~~**liquefied methane** bunkering at TEN-T core maritime ports, other alternative fuels infrastructure in ports, electricity supply to stationary aircrafts~~, as well as for hydrogen refuelling points and electric recharging points for trains~~;	
Annex I, first paragraph, Annex I, first paragraph, point (3), second indent				
381	- for recharging points, specifying the ratio of public to private infrastructure;	- for recharging points, specifying the ratio of public to private infrastructure;	- for recharging points, specifying the ratio of public to private infrastructure;	
Annex I, first paragraph, Annex I, first paragraph, point (3), third indent				
382	- alternative fuels infrastructure deployment within urban nodes;	- alternative fuels infrastructure deployment within urban nodes ***and multimodal transport hubs***;	- alternative fuels infrastructure deployment within urban nodes;	

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Annex I, first paragraph, Annex I, first paragraph, point (3), fourth indent				
382a		***- measures to ensure that the expansion of publicly accessible recharging and refuelling points, as well as alternative fuel powered transport options, in particular public transport, are affordable and accessible for vulnerable consumers and those at risk of, or in, energy poverty;***		
Annex I, first paragraph, point (3a)				
382b			**(3a) the review of the derogation pursuant to Article 3(2b);**	
Annex I, first paragraph, point (4)				
383	4. legal measures: information on legal measures, which may consist of legislative, regulatory or administrative measures to support the build-up of alternative fuels infrastructure, such as building permits, parking lot permits, certification of the environmental performance of businesses and fuel stations concessions;	4. legal measures: information on legal measures, which may consist of legislative, regulatory or administrative measures to support the build-up of alternative fuels infrastructure, such as building permits, parking lot permits, certification of the environmental performance of businesses and fuel stations concessions;	4. legal measures: information on legal measures, which may consist of legislative, regulatory or administrative measures to support the build-up of alternative fuels infrastructure, such as building permits, parking lot permits, certification of the environmental performance of businesses and ~~fuel~~**refuelling** stations concessions;	
Annex I, first paragraph, point (5)				

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384	5. information on the policy measures supporting the implementation of the national policy framework, including:	5. information on the policy measures supporting the implementation of the national policy framework, including:	5. information on the policy measures supporting the implementation of the national policy framework, including:	
Annex I, first paragraph, Annex I, first paragraph, point (5), first indent				
385	- direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure;	- direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure;	- direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure;	
Annex I, first paragraph, Annex I, first paragraph, point (5), second indent				
386	- availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure;	- availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure;	- availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure;	
Annex I, first paragraph, Annex I, first paragraph, point (5), third indent				
387	- use of public procurement in support of alternative fuels, including joint procurement;	- use of public procurement in support of alternative fuels, including joint procurement;	- use of public procurement in support of alternative fuels, including joint procurement;	
Annex I, first paragraph, Annex I, first paragraph, point (5), fourth indent				
388	- demand-side non-financial incentives, for example preferential	- demand-side non-financial incentives, for example preferential	- demand-side non-financial incentives, for example preferential	

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	access to restricted areas, parking policy and dedicated lanes;	access to restricted areas, parking policy and dedicated lanes;	access to restricted areas, parking policy and dedicated lanes;	
Annex I, first paragraph, point (6)				
389	6. public deployment and manufacturing support, including:	6. public deployment and manufacturing support, including:	6. public deployment and manufacturing support, including:	
Annex I, first paragraph, Annex I, first paragraph, point (6), first indent				
390	- annual public budget allocated for alternative fuels infrastructure deployment, broken down by alternative fuel and by transport mode (road, rail, water and air);	- annual public budget allocated for alternative fuels infrastructure deployment, broken down by alternative fuel and by transport mode (road, rail, water and air);	- annual public budget allocated for alternative fuels infrastructure deployment, broken down by alternative fuel and by transport mode (road, rail, water and air);	
Annex I, first paragraph, Annex I, first paragraph, point (6), second indent				
391	- annual public budget allocated to support manufacturing plants for alternative fuels technologies, broken down by alternative fuel and by transport mode;	- annual public budget allocated to support manufacturing plants for alternative fuels technologies, broken down by alternative fuel and by transport mode;	- annual public budget allocated to support manufacturing plants for alternative fuels technologies, broken down by alternative fuel ~~and by transport mode~~;	
Annex I, first paragraph, Annex I, first paragraph, point (6), third indent				
392	- consideration of any particular needs during the initial phase of the deployment of alternative fuels infrastructures;	- consideration of any particular needs during the initial phase of the deployment of alternative fuels infrastructures;	- consideration of any particular needs during the initial phase of the deployment of alternative fuels infrastructures;	

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Annex I, first paragraph, point (7)				
393	7. research, technological development and demonstration (RTD&D): annual public budget allocated to support alternative fuels RTD&D, broken down by fuel and its origin, differentiating between fossil and renewable forms, and by transport mode.	7. research, technological development and demonstration (RTD&D): annual public budget allocated to support alternative fuels RTD&D, broken down by fuel and its origin, differentiating between fossil and renewable forms, and by transport mode.	7. research, technological development and demonstration (RTD&~~amp;~~D): annual public budget allocated to support alternative fuels RTD&~~amp;D, broken down by fuel and its origin, differentiating between fossil and renewable forms, and by transport mode~~**D**.	
Annex I, first paragraph, point (7a)				
393a		***(7a) explanation of how the 'energy efficiency first' principle has been taken into utmost account for vehicle uptake projections, target setting, estimation of utilisation rates, the development and implementation of policy measures supporting the national policy framework and the associated public investments.***		
Annex II, first heading				
394	Technical specifications	Technical specifications	Technical specifications	Technical specifications

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Annex II, 1				
395	1 1. Technical specifications for electricity supply for road transport	1 1. Technical specifications for electricity supply for road transport	1 ~~1.~~ Technical specifications for electricity supply for road transport	1 Technical specifications for electricity supply for road transport
Annex II, 1, point (1.1), introductory part				
396	1.1. Normal power recharging points for motor vehicles: alternating current (AC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with socket outlets or vehicle connectors of Type 2 as described in standard EN 62196-2:2017.	1.1. Normal power recharging points for motor vehicles: alternating current (AC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with socket outlets or vehicle connectors of Type 2 as described in standard EN 62196-2:2017.	1.1. Normal power recharging points for motor vehicles: ~~alternating current (AC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with socket outlets or vehicle connectors of Type 2 as described in standard EN 62196-2:2017.~~	1.1. Normal power recharging points for motor vehicles:
Annex II, 1, point (1.1), first indent				
396a			**- alternating current (AC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with socket outlets or vehicle connectors of Type 2 as described in standard EN 62196-2:2017;**	- alternating current (AC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with socket outlets or vehicle connectors of Type 2 as described in standard EN 62196-2:2017;

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Annex II, 1, point (1.1), second indent				
396b			**- direct current (DC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system 'Combo 2' as described in standard EN 62196-3:2014.**	- direct current (DC) normal power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system 'Combo 2' as described in standard EN 62196-3:2014.
Annex II, 1, point (1.2), introductory part				
397	1.2. High power recharging points for motor vehicles:	1.2. High power recharging points for motor vehicles:	1.2. High power recharging points for motor vehicles:	1.2. High power recharging points for motor vehicles:
Annex II, 1, point (1.2), first indent				
398	- alternating current (AC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of Type 2 as described in standard EN 62196-2:2017;	- alternating current (AC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of Type 2 as described in standard EN 62196-2:2017;	- alternating current (AC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of Type 2 as described in standard EN 62196-2:2017;	- alternating current (AC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of Type 2 as described in standard EN 62196-2:2017;

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Annex II, 1, point (1.2), second indent				
399	- direct current (DC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system ‘Combo 2’ as described in standard EN 62196-3:2014.	- direct current (DC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system ‘Combo 2’ as described in standard EN 62196-3:2014.	- direct current (DC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system ‘Combo 2’ as described in standard EN 62196-3:2014.	- direct current (DC) high power recharging points for electric vehicles shall be equipped, for interoperability purposes, at least with connectors of the combined charging system ‘Combo 2’ as described in standard EN 62196-3:2014.
Annex II, 1, point (1.3)				
400	1.3. Wireless recharging points for motor vehicles as specified by Commission Delegated Regulation (EU) 2021/ […/…] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless recharging points for motor vehicles .	1.3. Wireless recharging points for motor vehicles as specified by Commission Delegated Regulation (EU) 2021/ […/…] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless recharging points for motor vehicles .	*deleted*	
Annex II, 1, point (1.4), introductory part				
401	*1.4.* Recharging points for L-category motor vehicles as specified by Commission	1.4. Recharging points for L-category motor vehicles as specified by Commission	1.4. Recharging points for L-category motor vehicles~~ as specified by Commission~~	1.4. Recharging points for L-category motor vehicles:

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	Delegated Regulation (EU) 2019/1745.	Delegated Regulation (EU) 2019/1745.	~~Delegated Regulation (EU) 2019/1745.~~**:**	
Annex II, 1, point (1.4), first indent				
401a			**- The publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles up to 3,7 kW shall be equipped, for interoperability purposes, with at least one of the following:** **a) Socket-outlets or vehicle connectors of Type 3A as described in standard EN 62196-2:2017 (for Mode 3 charging);** **b) Socket-outlets compliant with IEC 60884-1:2002 +A1:2006 +A2:2013 (for Mode 1 or Mode 2 charging);**	- The publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles up to 3,7 kW shall be equipped, for interoperability purposes, with at least one of the following: a) Socket-outlets or vehicle connectors of Type 3A as described in standard EN 62196-2:2017 (for Mode 3 charging); b) Socket-outlets compliant with IEC 60884-1:2002 +A1:2006 +A2:2013 (for Mode 1 or Mode 2 charging);
Annex II, 1, point (1.4), second indent				
401b			**- The publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles above 3,7 kW shall be equipped, for interoperability purposes, with at least socket-outlets or vehicle**	- The publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles above 3,7 kW shall be equipped, for interoperability purposes, with at least socket-outlets or vehicle

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			connectors of Type 2 as described in standard EN 62196-2:2017.	connectors of Type 2 as described in standard EN 62196-2:2017.
Annex II, 1, point (1.5)				
402	1.5. Recharging points for electric buses as specified by Commission Delegated Regulation (EU) 2021/ […/…] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless recharging points for motor vehicles .	1.5. Recharging points for electric buses as specified by Commission Delegated Regulation (EU) 2021/ […/…] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless recharging points for motor vehicles .	1.5. ~~Recharging points for electric buses as specified by Commission Delegated Regulation (EU) 2021/ […/…] supplementing Directive 2014/94 EU of the European Parliament and of the Council with regards standards for wireless~~**Normal and high power** recharging points for ~~motor vehicles .~~**electric buses:**	1.5. Normal and high power recharging points for electric buses:
Annex II, 1, point (1.5), first indent				
402a			**- alternating current (AC) normal and high power recharging points for electric buses shall be equipped at least with connectors of Type 2 as described in standard EN 62196-2:2017.**	- alternating current (AC) normal and high power recharging points for electric buses shall be equipped at least with connectors of Type 2 as described in standard EN 62196-2:2017.
Annex II, 1, point (1.5), second indent				
402b				

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			- direct current (DC) normal and high power recharging points for electric buses shall be equipped at least with connectors of the combined charging system 'Combo 2' as described in standard EN 62196-3:2014.	- direct current (DC) normal and high power recharging points for electric buses shall be equipped at least with connectors of the combined charging system 'Combo 2' as described in standard EN 62196-3:2014.
Annex II, 1, point (1.5a)				
402c			**1.5a Contact interface automated device for electric buses on conductive recharging in mode 4, according to EN 61851-23-1:2020, shall be equipped at least with mechanical and electrical interfaces, as defined in the standard EN 50696:2021, concerning:**	1.5a Contact interface automated device for electric buses on conductive recharging in mode 4, according to EN 61851-23-1:2020, shall be equipped at least with mechanical and electrical interfaces, as defined in the standard EN 50696:2021, concerning:
Annex II, 1, point (1.5a), first indent				
402d			**- automated connection device (ACD) mounted on the infrastructure (pantograph).**	- automated connection device (ACD) mounted on the infrastructure (pantograph).
Annex II, 1, point (1.5a), second indent				

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402e			**- automated connection device (ACD) mounted on the roof of the vehicle**	- automated connection device (ACD) mounted on the roof of the vehicle
Annex II, 1, point (1.5a), third indent				
402f			**- automated connection device (ACD) mounted underneath the vehicle.**	- automated connection device (ACD) mounted underneath the vehicle.
Annex II, 1, point (1.5a), fourth indent				
402g			**- automated connection device (ACD) mounted on the infrastructure and connecting to the side or on the roof of the vehicle.**	- automated connection device (ACD) mounted on the infrastructure and connecting to the side or on the roof of the vehicle.
Annex II, 1, point (1.6)				
403	1.6. Technical specifications for battery swapping for motor vehicles.	1.6. Technical specifications for battery swapping for motor vehicles.	*deleted*	
Annex II, 1, point (1.6)				

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404	*1.7.* Technical specifications regarding the connector for recharging heavy-duty vehicles (DC charging).	1.7. Technical specifications regarding the connector for recharging heavy-duty vehicles (DC charging).	~~1.7~~**1.6**. Technical specifications regarding the connector for recharging heavy-duty vehicles (DC charging).	1.6. Technical specifications regarding the connector for recharging heavy-duty vehicles (DC charging).
Annex II, 1, point (1.8)				
405	1.8. Technical specifications for inductive static wireless recharging for passenger cars and light-duty commercial vehicles.	1.8. Technical specifications for inductive static wireless recharging for passenger cars and light-duty commercial vehicles.	~~1.8~~**1.7**. Technical specifications for inductive static wireless recharging for passenger cars and light-duty commercial vehicles.	1.7. Technical specifications for inductive static wireless recharging for passenger cars and light-duty commercial vehicles.
Annex II, 1, point (1.9)				
406	1.9. Technical specifications for inductive static wireless recharging for heavy-duty vehicles.	1.9. Technical specifications for inductive static wireless recharging for heavy-duty vehicles.	~~1.9~~**1.8**. Technical specifications for inductive static wireless recharging for heavy-duty vehicles.	1.8. Technical specifications for inductive static wireless recharging for heavy-duty vehicles.
Annex II, 1, point (1.10)				
407	1.10. Technical specifications for inductive dynamic wireless recharging for passenger cars and light-duty vehicles.	1.10. Technical specifications for inductive dynamic wireless recharging for passenger cars and light-duty vehicles.	~~1.10~~**1.9**. Technical specifications for inductive dynamic wireless recharging for passenger cars and light-duty vehicles.	1.9. Technical specifications for inductive dynamic wireless recharging for passenger cars and light-duty vehicles.

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Annex II, 1, point (1.11)				
408	1.11. Technical specifications for inductive dynamic wireless recharging for heavy-duty-vehicles.	1.11. Technical specifications for inductive dynamic wireless recharging for heavy-duty-vehicles.	~~1.11~~**1.10**. Technical specifications for inductive dynamic wireless recharging for heavy-duty-vehicles.	1.10. Technical specifications for inductive dynamic wireless recharging for heavy-duty-vehicles.
Annex II, 1, point (1.12)				
409	1.12. Technical specifications for inductive static wireless recharging for electric buses.	1.12. Technical specifications for inductive static wireless recharging for electric buses.	~~1.12~~**1.11**. Technical specifications for inductive static wireless recharging for electric buses.	1.11. Technical specifications for inductive static wireless recharging for electric buses.
Annex II, 1, point (1.13)				
410	1.13. Technical specifications for inductive dynamic wireless recharging for electric buses.	1.13. Technical specifications for inductive dynamic wireless recharging for electric buses.	~~1.13~~**1.12**. Technical specifications for inductive dynamic wireless recharging for electric buses.	1.12. Technical specifications for inductive dynamic wireless recharging for electric buses.
Annex II, 1, point (1.14)				
411	1.14. Technical specifications for electric road system (ERS) for	1.14. Technical specifications for electric road system (ERS) for	~~1.14~~**1.13**. Technical specifications for electric road system (ERS) for	1.13. Technical specifications for electric road system (ERS) for

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	dynamic overhead power supply via a pantograph for heavy-duty vehicles.	dynamic overhead power supply via a pantograph for heavy-duty vehicles.	dynamic overhead power supply via a pantograph for heavy-duty vehicles.	dynamic overhead power supply via a pantograph for heavy-duty vehicles.
Annex II, 1, point (1.15)				
412	1.15. Technical specifications for electric road system (ERS) for dynamic ground level power supply through conductive rails for passenger cars, light-duty vehicles and heavy-duty vehicles.	1.15. Technical specifications for electric road system (ERS) for dynamic ground level power supply through conductive rails for passenger cars, light-duty vehicles and heavy-duty vehicles.	~~1.15~~**1.14**. Technical specifications for electric road system (ERS) for dynamic ground level power supply through conductive rails for passenger cars, light-duty vehicles and heavy-duty vehicles.	1.14. Technical specifications for electric road system (ERS) for dynamic ground level power supply through conductive rails for passenger cars, light-duty vehicles and heavy-duty vehicles.
Annex II, 1, point (1.16)				
413	1.16. Technical specifications for battery swapping for L-category vehicles.	1.16. Technical specifications for battery swapping for L-category vehicles.	~~1.16~~**1.15**. Technical specifications for battery swapping for L-category vehicles.	1.15. Technical specifications for battery swapping for L-category vehicles.
Annex II, 1, point (1.17)				
414	1.17. If feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles.	1.17. If feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles.	~~1.17~~**1.16**. If **technically** feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles.	1.16. If technically feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles.

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Annex II, 1, point (1.18)				
415	1.18. If feasible, technical specifications for battery swapping for heavy-duty vehicles.	1.18. If feasible, technical specifications for battery swapping for heavy-duty vehicles.	*deleted*	
Annex II, 1, point (1.19)				
416	*1.19.* Technical specifications for recharging stations to ensure access to users with disabilities.	1.19. Technical specifications for recharging stations to ensure access to users with disabilities.	~~1.19~~**1.18**. Technical specifications for recharging stations to ensure access to users with disabilities.	1.18. Technical specifications for recharging stations to ensure access to users with disabilities.
Annex II, 2				
417	2 2. Technical specifications for communication exchange in the electric vehicle recharging ecosystem	2 2. Technical specifications for communication exchange in the electric vehicle recharging ecosystem	2 ~~2.~~ Technical specifications for communication exchange in the electric vehicle recharging ecosystem	2 Technical specifications for communication exchange in the electric vehicle recharging ecosystem
Annex II, 2, point (2.1)				
418	2.1. Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid	2.1. Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid	2.1. Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid	2.1. Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid

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	communication).	communication).	communication).	communication).
Annex II, 2, point (2.2)				
419	2.2. Technical specifications regarding communication between the recharging point and the recharging point management system (back-end communication).	2.2. Technical specifications regarding communication between the recharging point and the recharging point management system (back-end communication).	2.2. Technical specifications regarding communication between the recharging point and the recharging point management system (back-end communication).	2.2. Technical specifications regarding communication between the recharging point and the recharging point management system (back-end communication).
Annex II, 2, point (2.3)				
420	2.3. Technical specifications regarding communication between the recharging point operator, electromobility service providers and e-roaming platforms.	2.3. Technical specifications regarding communication between the recharging point operator, electromobility service providers and e-roaming platforms.	2.3. Technical specifications regarding communication between the recharging point operator, electromobility service providers and e-roaming platforms.	2.3. Technical specifications regarding communication between the recharging point operator, electromobility service providers and e-roaming platforms.
Annex II, 2, point (2.4)				
421	2.4. Technical specifications regarding communication between the recharging point operator and the distributed system operators.	2.4. Technical specifications regarding communication between the recharging point operator and the distributed system operators.	2.4. Technical specifications regarding communication between the recharging point operator and the distributed system operators.	2.4. Technical specifications regarding communication between the recharging point operator and the distributed system operators.

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Annex II, 3				
422	3 3. Technical specifications for hydrogen supply for road transport	3 3. Technical specifications for hydrogen supply for road transport	3 ~~3.~~Technical specifications for hydrogen supply for road transport	3 Technical specifications for hydrogen supply for road transport
Annex II, 3, point (3.1)				
423	3.1. Outdoor hydrogen refuelling points dispensing gaseous hydrogen used as fuel on board motor vehicles shall comply with the technical specifications of the ISO/TS 20100 gaseous hydrogen fuelling specification.	3.1. Outdoor hydrogen refuelling points dispensing gaseous hydrogen used as fuel on board motor vehicles shall comply with the technical specifications of the ISO/TS 20100 gaseous hydrogen fuelling specification.	3.1. Outdoor hydrogen refuelling points dispensing gaseous hydrogen used as fuel on board motor vehicles shall comply with the technical specifications of the ISO/TS 20100 gaseous hydrogen fuelling specification.	3.1. Outdoor hydrogen refuelling points dispensing gaseous hydrogen used as fuel on board motor vehicles shall comply with the technical specifications of the ISO/TS 20100 gaseous hydrogen fuelling specification.
Annex II, 3, point (3.2)				
424	3.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687:2019standard.	3.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687:2019standard.	3.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687:~~2019standard~~**2019 standard**.	3.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687:2019 standard.
Annex II, 3, point (3.3)				

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425	3.3. Hydrogen refuelling points shall employ fuelling algorithms and equipment complying with the ISO 19880-1:2020 Gaseous Hydrogen Fuelling specification.	3.3. Hydrogen refuelling points shall employ fuelling algorithms and equipment complying with the ISO 19880-1:2020 Gaseous Hydrogen Fuelling specification.	3.3. ~~Hydrogen refuelling points shall employ~~**The** fuelling ~~algorithms and equipment complying~~**algorithm shall comply** with the ~~ISO 19880-1:2020 Gaseous Hydrogen Fuelling specification~~**requirements of standard EN 17127:2020**.	3.3. The fuelling algorithm shall comply with the requirements of standard EN 17127:2020.
Annex II, 3, point (3.4)				
426	3.4. Connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply with the ISO 17268:2020 gaseous hydrogen motor vehicle refuelling connection devices standard.	3.4. Connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply with the ISO 17268:2020 gaseous hydrogen motor vehicle refuelling connection devices standard.	3.4. **Once concluded the processes of certification of standard EN ISO 17268:2020,** connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply ~~with the ISO 17268:2020 gaseous hydrogen motor vehicle refuelling connection devices~~**at least with this** standard.	3.4. Once concluded the processes of certification of standard EN ISO 17268:2020, connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply at least with this standard.
Annex II, 3, point (3.5)				
427	3.5. Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles.	3.5. Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles.	3.5. Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles.	3.5. Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles.

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Annex II, 3, point (3.6)				
428	3.6. Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles.	3.6. Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles.	3.6. Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles.	3.6. Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles.
Annex II, 3a				
428a			**3a Technical specifications for methane for road transport**	3a Technical specifications for methane for road transport
Annex II, point (3a.1)				
428b			**3a.1. Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply with a fuelling pressure (service pressure) of 20,0 MPa gauge (200 bar) at 15 °C. A maximum fuelling pressure of 26,0 MPa with 'temperature compensation' is allowed as addressed in standard EN ISO 16923:2018.**	3a.1. Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply with a fuelling pressure (service pressure) of 20,0 MPa gauge (200 bar) at 15 °C. A maximum fuelling pressure of 26,0 MPa with 'temperature compensation' is allowed as addressed in standard EN ISO 16923:2018.
Annex II, point (3a.2)				

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428c			**3a.2. The connector profile shall comply with UNECE Regulation No 110 referring to parts I and II in standard EN ISO 14469:2017.**	3a.2. The connector profile shall comply with UNECE Regulation No 110 referring to parts I and II in standard EN ISO 14469:2017.
Annex II, point (3a.3)				
428d			**3a.3. Refuelling points for liquefied methane for motor vehicles shall comply with a fuelling pressure lower than the maximum allowable working pressure of the vehicle tank as addressed in EN ISO 16924:2018, 'Natural gas fuelling stations – LNG stations for fuelling vehicles'. In addition, the connector profile shall comply with standard EN ISO 12617:2017 'Road vehicles – Liquefied natural gas (LNG) refuelling connector –3,1 MPa connector'.**	3a.3. Refuelling points for liquefied methane for motor vehicles shall comply with a fuelling pressure lower than the maximum allowable working pressure of the vehicle tank as addressed in EN ISO 16924:2018, 'Natural gas fuelling stations – LNG stations for fuelling vehicles'. In addition, the connector profile shall comply with standard EN ISO 12617:2017 'Road vehicles – Liquefied natural gas (LNG) refuelling connector –3,1 MPa connector'.
Annex II, 4				
429	4 4. Technical specifications for electricity supply for maritime	4 4. Technical specifications for electricity supply for maritime	4 ~~4.~~ Technical specifications for electricity supply for maritime	4 Technical specifications for electricity supply for maritime

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	transport and inland navigation	transport and inland navigation	transport and inland navigation	transport and inland navigation
Annex II, 4, point (4.1)				
430	4.1. Shore-side electricity supply for seagoing ships, including the design, installation and testing of the systems, shall comply with the technical specifications of the IEC/IEEE 80005-1:2019 standard, for high-voltage and low-voltage shore connections respectively.	4.1. Shore-side electricity supply for seagoing ships, including the design, installation and testing of the systems, shall comply with the technical specifications of the IEC/IEEE 80005-1:2019 standard, for high-voltage and low-voltage shore connections respectively.	4.1. Shore-side electricity supply for seagoing ships, including the design, installation and testing of the systems, shall comply **at least** with the technical specifications of the IEC/IEEE 80005-1:~~2019~~**2019/AMD1:2022** standard, for high-voltage ~~and low-voltage~~ shore connections ~~respectively~~.	4.1. Shore-side electricity supply for seagoing ships, including the design, installation and testing of the systems, shall comply at least with the technical specifications of the IEC/IEEE 80005-1:2019/AMD1:2022 standard, for high-voltage shore connections.
Annex II, 4, point (4.1a)				
430a			**4.1a Plugs, socket-outlets and ship couplers for high-voltage shore connection, shall comply at least with the technical specification of the IEC 62613-1:2019.**	4.1a Plugs, socket-outlets and ship couplers for high-voltage shore connection, shall comply at least with the technical specification of the IEC 62613-1:2019.
Annex II, 4, point (4.2)				
431	4.2. Shore-side electricity supply for inland waterway vessels shall comply with Commission	4.2. Shore-side electricity supply for inland waterway vessels shall comply with Commission	4.2. Shore-side electricity supply for inland waterway vessels shall comply **at least with the standard**	4.2. Shore-side electricity supply for inland waterway vessels shall comply at least with the standard

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	Delegated Regulation (EU) 2019/1745.	Delegated Regulation (EU) 2019/1745.	**EN 15869-2:2019 or standard EN 16840:2017 depending on energy requirements**~~with Commission Delegated Regulation (EU) 2019/1745~~.	EN 15869-2:2019 or standard EN 16840:2017 depending on energy requirements.
Annex II, 4, point (4.3)				
432	4.3. Technical specifications for shore-side battery recharging points for maritime vessels, featuring interconnectivity and system interoperability for maritime vessels.	4.3. Technical specifications for shore-side battery recharging points for maritime vessels, featuring interconnectivity and system interoperability for maritime vessels.	4.3. Technical specifications for shore-side battery **electricity** recharging points for maritime vessels, featuring interconnectivity and system interoperability for maritime vessels.	4.3. Technical specifications for shore-side battery electricity recharging points for maritime vessels, featuring interconnectivity and system interoperability for maritime vessels.
Annex II, 4, point (4.4)				
433	4.4. Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels.	4.4. Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels.	4.4. Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels.	4.4. Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels.
Annex II, 4, point (4.5)				
434	4.5. Technical specifications for	4.5. Technical specifications for	4.5. Technical specifications for	4.5. Technical specifications for

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	port-to-grid communication interface in automated onshore power supply (OPS) and battery recharging systems for maritime vessels.	port-to-grid communication interface in automated onshore power supply (OPS) and battery recharging systems for maritime vessels.	~~port-to-grid~~**vessel-to-port grid** communication interface in automated onshore power supply (OPS) and battery recharging systems for maritime vessels.	vessel-to-port grid communication interface in automated onshore power supply (OPS) and battery recharging systems for maritime vessels.
Annex II, 4, point (4.6)				
435	4.6. Technical specifications for port-to-grid communication interface in automated onshore power supply (OPS) and battery recharging systems for inland navigation vessels.	4.6. Technical specifications for port-to-grid communication interface in automated onshore power supply (OPS) and battery recharging systems for inland navigation vessels.	4.6. Technical specifications for ~~port-to-grid~~**vessel-to-port grid** communication interface in automated onshore power supply (OPS) and battery recharging systems for inland navigation vessels.	4.6. Technical specifications for vessel-to-port grid communication interface in automated onshore power supply (OPS) and battery recharging systems for inland navigation vessels.
Annex II, 4, point (4.7)				
436	4.7. If feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels.	4.7. If feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels.	4.7. If **technically** feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels.	4.7. If technically feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels.
Annex II, 5				
437	5 5. Technical specifications for	5 5. Technical specifications for	5 ~~5.~~ Technical specifications for	5 Technical specifications for

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	hydrogen bunkering for maritime transport and inland navigation	hydrogen bunkering for maritime transport and inland navigation	hydrogen bunkering for maritime transport and inland navigation	hydrogen bunkering for maritime transport and inland navigation
Annex II, 5, point (5.1)				
438	5.1. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-fuelled vessels.	5.1. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-fuelled vessels.	5.1. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-fuelled vessels.	5.1. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-fuelled vessels.
Annex II, 5, point (5.2)				
439	5.2. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-fuelled vessels.	5.2. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-fuelled vessels.	5.2. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-fuelled vessels.	5.2. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-fuelled vessels.
Annex II, point (5.3)				
439a			**5.3. Technical specifications for refuelling points and bunkering for liquefied hydrogen for maritime hydrogen-fuelled vessels.**	5.3. Technical specifications for refuelling points and bunkering for liquefied hydrogen for maritime hydrogen-fuelled vessels.

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Annex II, point (5.4)				
439b			**5.4 Technical specifications for refuelling points and bunkering for liquefied hydrogen inland navigation hydrogen-fuelled vessels.**	5.4 Technical specifications for refuelling points and bunkering for liquefied hydrogen inland navigation hydrogen-fuelled vessels.
Annex II, 6				
440	6 6. Technical specifications for methanol bunkering for maritime transport and inland navigation	6 6. Technical specifications for methanol bunkering for maritime transport and inland navigation	6 ~~6.~~ Technical specifications for methanol bunkering for maritime transport and inland navigation	6 Technical specifications for methanol bunkering for maritime transport and inland navigation
Annex II, 6, point (6.1)				
441	6.1. Technical specifications for refuelling points and bunkering for renewable methanol for maritime methanol-fuelled vessels.	6.1. Technical specifications for refuelling points and bunkering for renewable methanol for maritime methanol-fuelled vessels.	6.1. Technical specifications for refuelling points and bunkering for ~~renewable~~ methanol for maritime methanol-fuelled vessels.	6.1. Technical specifications for refuelling points and bunkering for methanol for maritime methanol-fuelled vessels.
Annex II, 6, point (6.2)				
442	6.2. Technical specifications for	6.2. Technical specifications for	6.2. Technical specifications for	6.2. Technical specifications for

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	refuelling points and bunkering for renewable methanol for inland navigation methanol-fuelled vessels.	refuelling points and bunkering for renewable methanol for inland navigation methanol-fuelled vessels.	refuelling points and bunkering for ~~renewable~~ methanol for inland navigation methanol-fuelled vessels.	refuelling points and bunkering for methanol for inland navigation methanol-fuelled vessels.
Annex II, 7				
443	7 7. Technical specifications for ammonia bunkering for maritime transport and inland navigation	7 7. Technical specifications for ammonia bunkering for maritime transport and inland navigation	7 ~~7.~~ Technical specifications for ammonia bunkering for maritime transport and inland navigation	7 Technical specifications for ammonia bunkering for maritime transport and inland navigation
Annex II, 7, point (7.1)				
444	7.1. Technical specifications for refuelling points and bunkering for renewable ammonia for maritime ammonia-fuelled vessels.	7.1. Technical specifications for refuelling points and bunkering for renewable ammonia for maritime ammonia-fuelled vessels.	7.1. Technical specifications for refuelling points and bunkering for ~~renewable~~ ammonia for maritime ammonia-fuelled vessels.	7.1. Technical specifications for refuelling points and bunkering for ammonia for maritime ammonia-fuelled vessels.
Annex II, 7, point (7.2)				
445	7.2. Technical specifications for refuelling points and bunkering for renewable ammonia for inland navigation ammonia-fuelled vessels.	7.2. Technical specifications for refuelling points and bunkering for renewable ammonia for inland navigation ammonia-fuelled vessels.	7.2. Technical specifications for refuelling points and bunkering for ~~renewable~~ ammonia for inland navigation ammonia-fuelled vessels.	7.2. Technical specifications for refuelling points and bunkering for ammonia for inland navigation ammonia-fuelled vessels.

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Annex II, 8				
446	8 8. Technical specifications for natural gas refuelling points	8 8. Technical specifications for natural gas refuelling points	8 ~~8.~~ Technical specifications for ~~natural gas~~**liquefied methane** refuelling points **for maritime transport and inland navigation**	8 Technical specifications for liquefied methane refuelling points for maritime transport and inland navigation
Annex II, 8, point (8.1)				
447	8.1. Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply with Commission Delegated Regulation (EU) 2019/1745.	8.1. Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply with Commission Delegated Regulation (EU) 2019/1745.	8.1. Refuelling points for ~~compressed natural gas (CNG) for motor vehicles~~**liquefied methane for seagoing ships, which are not covered by the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code),** shall comply **at least with the standard EN ISO 20519:2017** ~~with Commission Delegated Regulation (EU) 2019/1745~~.	8.1. Refuelling points for liquefied methane for seagoing ships, which are not covered by the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), shall comply at least with the standard EN ISO 20519:2017.
Annex II, 8, point (8.2)				
448	8.2. CNG connectors/receptacles shall comply with UNECE Regulation No 110 (referring to ISO 14469:2017).	8.2. CNG connectors/receptacles shall comply with UNECE Regulation No 110 (referring to ISO 14469:2017).	8.2. ~~CNG connectors/receptacles~~**Refuelling points for liquefied methane for inland waterway vessels** shall comply ~~with UNECE Regulation No 110 (referring to ISO~~	8.2. Refuelling points for liquefied methane for inland waterway vessels shall comply at least with the standard EN ISO 20519:2017 (parts 5.3 to 5.7) for interoperability purposes only.

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			~~14469:2017~~**at least with the standard EN ISO 20519:2017 (parts 5.3 to 5.7) for interoperability purposes only**.	
Annex II, 8, point (8.3)				
449	8.3. Refuelling points for LNG for motor vehicles shall comply with Commission Delegated Regulation (EU) 2019/1745.	8.3. Refuelling points for LNG for motor vehicles shall comply with Commission Delegated Regulation (EU) 2019/1745.	*deleted*	
Annex II, 8, point (8.4)				
450	*8.4.* Refuelling points for LNG for inland waterway vessels or sea-going ships shall comply with Commission Delegated Regulation (EU) 2019/1745.	8.4. Refuelling points for LNG for inland waterway vessels or sea-going ships shall comply with Commission Delegated Regulation (EU) 2019/1745.	*deleted*	
Annex II, 9				
451	*9* 9. Technical specifications related to fuel labelling	9 9. Technical specifications related to fuel labelling	9 ~~9.~~ Technical specifications related to fuel labelling	9 Technical specifications related to fuel labelling
Annex II, 9, point (9.1)				
452	9.1. The 'Fuels - Identification of	9.1. The 'Fuels - Identification of	9.1. The 'Fuels - Identification of	9.1. The 'Fuels - Identification of

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	vehicle compatibility - Graphical expression for consumer information' label shall comply with standard EN 16942:2016+A1:2021.	vehicle compatibility - Graphical expression for consumer information' label shall comply with standard EN 16942:2016+A1:2021.	vehicle compatibility - Graphical expression for consumer information' label shall comply with standard EN 16942:2016+A1:2021.	vehicle compatibility - Graphical expression for consumer information' label shall comply with standard EN 16942:2016+A1:2021.
Annex II, 9, point (9.2)				
453	9.2. The 'Identification of vehicles and infrastructures compatibility - Graphical expression for consumer information on EV power supply' shall comply with standard EN 17186.	9.2. The 'Identification of vehicles and infrastructures compatibility - Graphical expression for consumer information on EV power supply' shall comply with standard EN 17186.	9.2. The 'Identification of vehicles and infrastructures compatibility - Graphical expression for consumer information on EV power supply' shall comply **at least** with standard EN 17186**:2019**.	9.2. The 'Identification of vehicles and infrastructures compatibility - Graphical expression for consumer information on EV power supply' shall comply at least with standard EN 17186:2019.
Annex II, 9, point (9.3)				
454	9.3. The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732.	9.3. The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732.	9.3. The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732.	9.3. The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732.
Annex II, 9, point (9.3a)				
454a		***(9.3a) Technical specification for***		

	Commission Proposal	EP Mandate	Council Mandate	ST 15284/22 - 2nd trilogue
		recharging stations for electricity recharging and hydrogen refuelling facilities for rail transport.		
Annex III, first heading				
455	Reporting requirements on deployment of electric vehicles and recharging infrastructure	Reporting requirements on deployment of electric vehicles and recharging infrastructure	Reporting requirements on deployment of electric vehicles and **publicly accessible** recharging infrastructure	
Annex III, point (1), introductory part				
456	1. Member States must categorise their reporting on electric vehicles deployment as follows:	1. Member States must categorise their reporting on electric vehicles deployment as follows:	1. Member States must categorise their reporting on electric vehicles deployment as follows:	
Annex III, point (1), first indent				
457	- battery electric vehicles, separately for categories M1, N1, M2/3 and N2/3	- battery electric vehicles, separately for categories M1, N1, M2/3 and N2/3	- battery electric vehicles, separately for categories M1, N1, M2/3 and N2/3**.**	
Annex III, point (1), second indent				
458	- plug in hybrid electric vehicles, separately for categories M1, N1, M2/3 and N2/3	- plug in hybrid electric vehicles, separately for categories M1, N1, M2/3 and N2/3	- plug in hybrid electric vehicles, separately for categories M1, N1, M2/3 and N2/3**.**	

	Commission Proposal	EP Mandate	Council Mandate	ST 15284/22 - 2nd trilogue
Annex III, point (2), introductory part				
459	2. Member States must categorise their reporting on deployment of recharging points as follows:	2. Member States must categorise their reporting on deployment of recharging points as follows:	2. Member States must categorise their reporting on deployment of **publicly accessible** recharging points as follows:	
Annex III, point (2), Table 1, Column 1, Row 1				
460	Category	Category	Category	
Annex III, point (2), Table 1, Column 1, Row 2				
461	Category 1 (AC)	Category 1 (AC)	Category 1 (AC)	
Annex III, point (2), Table 1, Column 1, Row 5				
462	Category 2 (DC)	Category 2 (DC)	Category 2 (DC)	
Annex III, point (2), Table 1, Column 2, Row 1				
463	Sub-category	Sub-category	Sub-category	
Annex III, point (2), Table 1, Column 2, Row 2				
464	Slow AC recharging point, single-phase	Slow AC recharging point, single-phase	Slow AC recharging point, single-phase	
Annex III, point (2), Table 1, Column 2, Row 3				

	Commission Proposal	EP Mandate	Council Mandate	ST 15284/22 - 2nd trilogue
465	Medium-speed AC recharging point, triple-phase	Medium-speed AC recharging point, triple-phase	Medium-speed AC recharging point, triple-phase	
Annex III, point (2), Table 1, Column 2, Row 4				
466	Fast AC recharging point, triple-phase	Fast AC recharging point, triple-phase	Fast AC recharging point, triple-phase	
Annex III, point (2), Table 1, Column 2, Row 5				
467	Slow DC recharging point	Slow DC recharging point	Slow DC recharging point	
Annex III, point (2), Table 1, Column 2, Row 6				
468	Fast DC recharging point	Fast DC recharging point	Fast DC recharging point	
Annex III, point (2), Table 1, Column 2, Row 7				
469	Level 1 - Ultra-fast DC recharging point	Level 1 - Ultra-fast DC recharging point	Level 1 - Ultra-fast DC recharging point	
Annex III, point (2), Table 1, Column 2, Row 8				
470	Level 2 - Ultra-fast DC recharging point	Level 2 - Ultra-fast DC recharging point	Level 2 - Ultra-fast DC recharging point	
Annex III, point (2), Table 1, Column 3, Row 1				

	Commission Proposal	EP Mandate	Council Mandate	ST 15284/22 - 2nd trilogue
471	Maximum power output	Maximum power output	Maximum power output	
Annex III, point (2), Table 1, Column 3, Row 2				
472	P < 7.4 kW	P < 7.4 kW	P < 7.4 kW	
Annex III, point (2), Table 1, Column 3, Row 3				
473	7.4 kW ≤ P ≤ 22 kW	7.4 kW ≤ P ≤ 22 kW	7.4 kW ≤ P ≤ 22 kW	
Annex III, point (2), Table 1, Column 3, Row 4				
474	P > 22 kW	P > 22 kW	P > 22 kW	
Annex III, point (2), Table 1, Column 3, Row 5				
475	P < 50 kW	P < 50 kW	P < 50 kW	
Annex III, point (2), Table 1, Column 3, Row 6				
476	50 kW ≤ P < 150 kW	50 kW ≤ P < 150 kW	50 kW ≤ P < 150 kW	
Annex III, point (2), Table 1, Column 3, Row 7				
477	150 kW ≤ P < 350 kW	150 kW ≤ P < 350 kW	150 kW ≤ P < 350 kW	
Annex III, point (2), Table 1, Column 3, Row 8				

	Commission Proposal	EP Mandate	Council Mandate	ST 15284/22 - 2nd trilogue
478	P ≥ 350 kW	P ≥ 350 kW	P ≥ 350 kW	
Annex III, point (2), Table 1, Column 4, Row 1				
479	Definition pursuant to Article 2 of this Regulation	Definition pursuant to Article 2 of this Regulation	Definition pursuant to Article 2 of this Regulation	
Annex III, point (2), Table 1, Column 4, Row 2				
480	Normal power recharging point	Normal power recharging point	Normal power recharging point	
Annex III, point (2), Table 1, Column 4, Row 4				
481	High power recharging point	High power recharging point	High power recharging point	
Annex III, point (3), introductory part				
482	3. The following data must be provided separately for recharging infrastructure dedicated to light-duty vehicles and heavy-duty vehicles:	3. The following data must be provided separately for recharging infrastructure dedicated to light-duty vehicles and heavy-duty vehicles:	3. The following data must be provided separately for **publicly accessible** recharging infrastructure dedicated to light-duty vehicles and heavy-duty vehicles:	
Annex III, point (3), first indent				
483	- number of recharging points, to be reported for each of the	- number of recharging points, to be reported for each of the	- number of recharging points, to be reported for each of the	

	Commission Proposal	EP Mandate	Council Mandate	ST 15284/22 - 2nd trilogue
	categories under point 2;	categories under point 2;	categories under point 2;	
Annex III, point (3), second indent				
484	- number of recharging stations following the same categorisation as for the recharging point;	- number of recharging stations following the same categorisation as for the recharging point;	- number of recharging stations following the same categorisation as for the recharging point;	
Annex III, Annex III, point (3), third indent				
485	- total aggregated power output of the recharging stations;	- total aggregated power output of the recharging stations;	- total aggregated power output of the recharging stations;	
Annex III, Annex III, point (3), fourth indent				
486	- number of stations not operational on 50% of the available days in a given year.	- number of stations not operational on 50% of the available days in a given year.	*deleted*	
Annex III, point (3), fifth indent				
486a		***- number of bi-directional charging points for each of the categories under point 2.***		