

## 9. Clean Power for Transport

Criteria/Demands	BE	DE	DK	NL	NO	SE	UK
<b>National Policy Framework</b>							
Each Member State shall adopt a national policy framework for the market development of alternative fuels infrastructure, that will contain at least the following elements:							
- assessment of the state and future development of alternative fuels infrastructure, including, where available, cross-border continuity;							
- objectives and commitments on national targets, as required under Articles 4(1), 6(2a), 6(3), 6(6) and, where applicable, 4(4) and 5(1), for the development of alternative fuels infrastructure;							
- assessment of measures necessary to ensure that the objectives contained in their national policy framework are reached.							
National targets shall be established and may be revised on the basis of an assessment of domestic, regional or Union-wide demand.							
Where necessary, Member States shall cooperate, through consultations or joint policy frameworks, with the aim of achieving the objectives of this Directive.							
Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU.							
Member States shall notify their national policy frameworks to the Commission [within 36 months from the date of entry into force of this Directive].							
Based on the national policy frameworks, the Commission shall publish and update regularly information on the objectives and commitments submitted by each Member State regarding:							
- number of recharging points accessible to the public;							
- refuelling points for LNG at maritime and inland ports;							
- refuelling points for LNG accessible to the public for motor vehicles;							
- CNG refuelling points accessible to the public for motor vehicles.							
Where appropriate, the following information shall also be published regarding:							
- hydrogen refuelling points accessible to the public;							
- infrastructure for shore-side electricity supply in maritime and inland ports.							
The Commission shall assist Member States through the reporting on the national policy frameworks with a view to assess their coherence and in the cooperation process set out in paragraph 2.							
Each Member State shall submit a report to the Commission on the implementation of the national policy framework [three years after the deadline of notification set in Article 3(5)], and every three years thereafter. These reports shall cover information set out in Annex I. The Commission shall forward to the European Parliament and the Council the report on the assessment on the national policy frameworks within one year from the reception of the national policy frameworks.							
Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [36 months from the date of the entry into force of this Directive]. They shall forthwith inform the Commission thereof. When Member States adopt those provisions, they shall contain a reference to this Directive, or be accompanied by such a reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.							

## 9.2. Electricity supply

Criteria/Demands	BE	DE	DK	NL	NO	SE	UK
<b>Recharging points</b>							
Member States shall set up an appropriate number of recharging points accessible to the public in their national policy frameworks and shall ensure that they are put into place, by 31 December 2030 at the latest. Member States shall also consider in their national policy frameworks measures to promote the provision of recharging points not accessible	No	No	Yes	Yes	No	Yes	No
Member States shall ensure that normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from [36 months from the date of entry into force of this Directive] comply at least with the technical specifications set out in Annex III.1.1 and comply with specific safety requirements in force at national level. Member States shall ensure that high power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from [36 months from the date of entry into force of this	No	0	Yes	Yes	No	Yes	No
Recharging at recharging points accessible to the public for electric vehicles shall, if technically feasible and economically reasonable, make use of intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive	No	0	Yes	No	No	Yes	No
<b>Shore side electricity</b>							
Member States shall ensure that the need for shore-side electricity supply for inland waterway vessels or sea-going ships in maritime and inland ports is assessed in their national policy frameworks and installed provided that there is demand and the costs are not disproportionate to the benefits, including environmental benefits.	No	Yes	Yes	No	No	No	No
Member States shall ensure that shore-side electricity supply for maritime and inland waterway transport deployed or renewed as from [36 months from the date of entry into force of this Directive] complies with the technical specifications set out in Annex III.1.3.	No	0	Yes	No	No	No	No
<b>Electricity supply</b>							
Member States shall ensure that operators of recharging points accessible to the public are free to purchase electricity from any EU electricity supplier, subject to the supplier's agreements. The operators of recharging point shall be allowed to provide electric vehicle recharging services to customers on a contractual basis, including in the name and on behalf of other service providers. All recharging points accessible to the public shall also provide for ad-hoc charging possibility without entering in a contract with the electricity supplier or operator concerned. Member States shall ensure that prices charged by the operators of recharging points accessible to the public are easily and clearly	No	0	Yes	No	No	No	No
Member States shall ensure that distribution system operators cooperate on a non-discriminatory basis with any person which establishes or operates recharging points accessible to the public.	No	0	Yes	No	No	Yes	No
Member States shall ensure that the legal framework allows that electricity supply for a recharging point can be contracted with other suppliers than the supplier of the household or premises where these recharging points are located.	No	No	No	0	No	No	No

## 9.3. Hydrogen supply

Criteria/Demands	BE	DE	DK	NL	NO	SE	UK
<b>Road transport</b>							
Those Member States which decide to include hydrogen refuelling points accessible to the public in their national policy framework shall ensure that an appropriate number of such points are available to allow the circulation of hydrogen powered motor vehicles, including fuel cell vehicles, within networks determined by those Member States, including cross-border links where appropriate.	No	0	Yes	No	No	Yes	Yes
Member States shall ensure that hydrogen refuelling points accessible to the public for motor vehicles deployed or renewed as from [36 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III.2.	No	0	Yes	No	No	Yes	Yes

#### 9.4. Natural gas supply

Criteria/Demands	BE	DE	DK	NL	NO	SE	UK
<b>General considerations on LNG</b>							
Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in marine fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of 2030. The initial focus on the core network should not rule out that in the longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations. The decision on the location of the LNG refuelling points at inland	No	0	Yes	Yes	Yes	No	No
LNG, including liquified bio-methane might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards.	No	0	Yes	Yes	Yes	Yes	No
The core network established in the Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network should be the basis for the deployment of LNG infrastructure as it covers the main traffic flows and allows for network benefits.	No	0	Yes	Yes	No	Yes	No
<b>Ports and inland waterways</b>							
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at maritime ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.	No	Yes	No	Yes	No	No	No
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at inland ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network, by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.	No	Yes	No	Yes	No	No	No
Member States shall designate in their national policy frameworks the maritime and inland ports that shall provide access to refuelling points for LNG pursuant to paragraphs 1 and 2.	No	No	No	Yes	No	No	No
<b>Road transport</b>							
Member States shall set up in their national policy frameworks an appropriate number of refuelling points for LNG accessible to the public on the TEN-T Core Network to allow Union-wide circulation of heavy duty motor vehicles and shall ensure that they are established	No	Yes	No	No	No	Yes	No
Member States shall set up in their national policy frameworks an appropriate number of CNG refuelling points accessible to the public, in particular focussing on the TEN-T Core Network and urban agglomerations to allow the Union-wide circulation of CNG motor vehicles and shall ensure that they are established by [31 December	No	Yes	No	No	No	Yes	No
Member States shall ensure that CNG refuelling points for motor vehicles deployed or renewed [36 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III 3.3.1	No	0	No	No	No	No	No

#### 9.5. User information

Criteria/Demands	BE	DE	DK	NL	NO	SE	UK
<b>User information for transport fuels</b>							
Without prejudice to Directive 2009/30/EC, Member States shall ensure that relevant, consistent and clear information as to which motor vehicles in circulation can be regularly fuelled with individual fuels or recharged by recharging points put on the market is made available, including in motor vehicle manuals, at refuelling and recharging points, and motor vehicle dealerships in their territory.							
Member States shall ensure that the data of the geographic location of the refuelling and recharging points accessible to the public of alternative fuels covered in this Directive, when available, is accessible in an open and non-discriminatory basis to all users. For recharging points, where available, the data may include information on real-time accessibility as well as historical and real-time charging information.							