



Brussels, 19.11.2019
COM(2019) 598 final

**REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND
THE COUNCIL**

**on the exercise of the power to adopt delegated acts conferred on the Commission
pursuant to Directive 2014/94/EU of the European Parliament and of the Council of 22
October 2014 on the deployment of alternative fuels infrastructure**

REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL

on the exercise of the power to adopt delegated acts conferred on the Commission pursuant to Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure

1. INTRODUCTION

Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure¹ sets out minimum requirements for the building-up of alternative fuels infrastructure, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen. Articles 4(4), 4(6), 5(2) and 6(9) of the directive stipulate that such recharging and refuelling points when deployed or renewed as from 18 November 2017, shall comply at least with the technical specifications set out in Annex II of the Directive.

In accordance with Article 8 of the Directive, the Commission is authorized to adopt delegated acts referred to in:

- Article 4(14), to:
 - a) supplement this article and points 1.3, 1.4, 1.5, 1.6 and 1.8 of Annex II, in order to require compliance, by the infrastructures to be deployed or renewed, with the technical specifications contained in the standards to be developed by the relevant European Standardisation Organisations (ESOs).²
 - b) update the references to the standards referred to in the technical specifications set out or to be set out in point 1 of Annex II where these standards are replaced by new versions thereof adopted by the relevant European or international standardisation organisations.
- Article 5(3), to update the references to the standards referred to in the technical specifications set out in point 2 of Annex II where those standards are replaced by new versions thereof adopted by the relevant standardisation organisations.
- Article 6(11) to:
 - a) supplement this Article and points 3.1, 3.2 and 3.4 of Annex II, in order to require compliance of the infrastructures to be deployed or renewed with the technical specifications contained in the standards to be developed by the relevant ESOs;

¹ OJ L 307, 28.10.2014, p. 1.

² The Committee for Standardization (CEN) and the European Committee for Electrotechnical Standardization (CENELEC)

(b) update the references to the standards referred to in the technical specifications set out or to be set out in point 3 of Annex II where those standards are replaced by new versions thereof adopted by the relevant European or International Standardisation Organisations.

Article 6(12), to lay down:

- requirements for interfaces of bunker transfer of LNG in maritime and inland waterway transport ;
- requirements related to safety aspects of the onshore storage and bunkering procedure of LNG in maritime and inland waterway transport.

Directive 2014/94/EU already lays down minimum technical specifications for some parts of the alternative fuels infrastructure networks, including:

- normal and high power recharging points for motor vehicles (points 1.1 and 1.2 of Annex II)
- shore-side electricity supply for seagoing ships (points 1.7 of Annex II)
- hydrogen refuelling points for motor vehicles (point 2 of Annex II)
- connectors/receptacles for compressed natural gas (CNG) (point 3.3 of Annex II)

These provisions have already helped to establish certainty for market investment. However, the Directive, in Annex II, indicates further needs for setting technical specifications in areas where no reference to standards exists yet, including:

- wireless recharging points for motor vehicles (point 1.3 of Annex II)
- battery-swapping for motor vehicles (point 1.4 of Annex II)
- recharging points for L-category motor vehicles (point 1.5 of Annex II)
- recharging points for electric buses (point 1.6 of Annex II)
- shore-side electricity supply for inland waterway vessels (point 1.8 of Annex II)
- refuelling points for LNG for inland waterway vessels, sea-going ships and motor vehicles (points 3.1 and 3.2 of Annex II)
- CNG refuelling points for motor vehicles (point 3.4 of Annex II)

In addition, the already existing technical specifications for:

- outdoor hydrogen refuelling points (point 2.1 of Annex II)
- hydrogen purity dispensed by hydrogen refuelling points (point 2.2 of Annex II)
- hydrogen fuelling algorithms and equipment (point 2.3 of Annex II)

- connectors for motor vehicles for the refuelling of gaseous hydrogen (point 2.4 of Annex II) and
- CNG connectors/receptacles (point 3.3 of Annex II)

have been updated because the relevant European Standardisation Organisations have adopted new versions of the respective standards.

2. LEGAL BASIS

This report is due under Article 8(2) of Directive 2014/94/EU.

With this report the Commission informs the European Parliament and the Council on the Commission Delegated Regulations adopted or to be adopted in order to supplement or to amend the references to the standards referred to at points 1.5, 1.8, 2.1, 2.2, 2.3, 2.4, 3.1, 3.2, 3.3, and 3.4 in the technical specifications set out in Annex II of the Directive.

3. EXERCISE OF DELEGATION

A. By letter of 13 July 2017, the CEN-CENELEC informed the Commission of the standards it recommended in order to supplement or to amend the technical specifications established in points 1.5, 1.8, 2.4, and 3.1 of Annex II of Directive 2014/94/EU, namely:

- The standard EN 62196-2 ‘Plugs, socket-outlets, vehicle connectors and vehicle inlets. Conductive charging of electric vehicles. Dimensional compatibility and interchangeability requirements for a.c. pin and contact-tube accessories’ and the standard IEC 60884-1 ‘Plugs and socket-outlets for household and similar purposes – Part 1: General requirements’ should apply to those recharging points, depending on power and/or mode charging, for recharging points for L-category motor vehicles in order to supplement point 1.5 of the Annex II.
- The standard EN 15869-2 "Inland navigation vessels - Electrical shore connection, three phase current 400 V, up to 63 A, 50 Hz - Part 2: Onshore unit, safety requirements" in order to supplement point 1.8 of the Annex II for shore-side electricity supply for inland waterway vessels.
- The standard EN ISO 17268 for "Gaseous hydrogen land vehicle refuelling connection devices" in order to amend the point 2.4 of the Annex II for hydrogen connectors.
- The standard EN ISO 20519 "Ships and marine technology - Specification for bunkering of liquefied natural gas fuelled vessels" in order to supplement point 3.1 of the Annex II for inland waterway vessels or sea-going ships.

After consulting the Commission Expert Group "Sustainable Transport Forum" and after informing the European Parliament and the Council of this consultation, the European Commission adopted Commission Delegated Regulation (EU) 2018/674 of 17 November 2017 supplementing 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, refueling points for LNG for waterborne transport, and amending that Directive as regards connectors for motor vehicles for the refueling of gaseous hydrogen³.

This Delegated Regulation lays down the following provisions:

- 1) The publicly accessible alternating current (a.c.) recharging points reserved for L-category electric vehicles up to 3,7 kVA 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 (for Mode 3 charging);
 - b. socket-outlets and connectors compliant with IEC 60884 (for Mode 1 or Mode 2 charging)

The publicly accessible alternating current (a.c.) recharging points reserved for L-category electric vehicles above 3,7 kVA shall be equipped, for interoperability purposes, with at least socket-outlets or vehicle connectors of Type 2 as described in standard EN 62196-2.

- 2) The shore-side electricity supply for inland waterway vessels shall comply with standard EN 15869-2 'Inland navigation vessels — Electrical shore connection, three phase current 400 V, up to 63 A, 50 Hz — Part 2: Onshore unit, safety requirements'.
- 3) The refuelling points for LNG for inland waterway vessels or sea-going 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 with standard EN ISO 20519.
- 4) Connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply with standard EN ISO 17268 "Gaseous hydrogen land vehicle refuelling connection devices".

B. Following requests received from single Member States and from the Central Commission for Navigation of the Rhine (CCNR) to technically update and complement Commission Delegated Regulation EU 2018/674 of 17 November 2017, and following the CEN-CENELEC's letter of 26 November 2018, which informed the Commission of the new developments in the standardisation of natural gas and hydrogen refuelling

³ JO L 114 du 4.5.2018, p. 1–3, <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L.2018.114.01.0001.01.ENG>

infrastructure, the Commission has adopted on 13 August 2019 a new Delegated Regulation⁴ to repeal Commission Delegated Regulation (EU) 2018/674 of 17 November 2017 and to include the above-mentioned updates and complements as well as the new developments in the standardisation of natural gas and hydrogen refuelling infrastructure.

This Commission Delegated Regulation:

- supplements point 1.5 by including the standards, depending on the power and/or mode charging) for recharging points for L-Category motor vehicles, namely:
 - EN 62196-2 ‘Plugs, socket-outlets, vehicle connectors and vehicle inlets. Conductive charging of electric vehicles. Dimensional compatibility and interchangeability requirements for a.c. pin and contact-tube accessories’ and
 - IEC 60884-1 ‘Plugs and socket-outlets for household and similar purposes – Part 1: General requirements’ should apply to those recharging points.
- supplements point 1.8 of Annex II by including the standard concerning shore side electricity supply for inland waterway vessels, namely:
 - standard EN 15869-2 "Inland navigation vessels - Electrical shore connection, three phase current 400 V, up to 63 A, 50 Hz - Part 2: Onshore unit, safety requirements" or standard EN 16840 "Inland navigation vessels - Electrical shore connection, three phase current 400 V, at least 250 A, 50 Hz" depending on energy requirements.
- amends the points 2. 1 and 2.3 of Annex II by including European standard EN 17127 ‘Outdoor hydrogen refuelling points dispensing gaseous hydrogen and incorporating filling protocols’
- amends the point 2.2 of Annex II by including European standard EN 17124 ‘Hydrogen fuel - Product specification and quality assurance - Proton exchange membrane (PEM) fuel cell applications for road vehicles’
- amends point 2.4 of Annex II by including European standard EN ISO 17268 ‘Gaseous hydrogen land vehicle refueling connection devices’
- supplements point 3.1 of Annex II by including the standard concerning LNG refuelling points for sea-going ships and inland waterway vessels, namely:
 - EN ISO 20519 "Ships and marine technology – Specification for bunkering of liquefied natural gas fuelled vessels" which will apply for seagoing ships, which are not covered by the International Code

⁴ C(2019) 5960 final

of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code),

- EN ISO 20519 (parts 5.3 to 5.7) which will apply for inland navigation vessels
- supplements the point 3.2 of Annex II by including interoperability elements of the European standard EN ISO 16924 ‘Natural gas fuelling stations – LNG stations for fuelling vehicles’ such as the fuelling pressure and the connector to be used
- amends the point 3.3 of Annex II by requesting European standard EN ISO 14469 ‘Road vehicles – Compressed natural gas (CNG) refuelling connector’ to apply to CNG connectors/receptacles.
- supplements the point 3.4 of Annex II by including the interoperability elements of the European standard EN ISO 16923 ‘Natural gas fuelling stations – CNG stations for fuelling vehicles’ such as the fuelling pressure

The draft Commission Delegated Regulation was published in the Better Regulation Portal from 15 March 2019 to 12 April 2019. The Commission received feedback from 10 respondents. Moreover, the Member States’ experts of the Sustainable Transport Forum were consulted at different stages of the preparation of the Commission Delegated Regulation.

The Commission Delegated Regulation was adopted by the Commission on 13 August 2019⁵). According to Article 8.5 of Directive 2014/94/EU, the European Council and the European Parliament were consulted and no objection was received. Therefore this Commission Delegated Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of European Union* on 22 October 2019. It shall apply from 12 November 2021.

In addition, the adoption of a new Commission Delegated Regulation is foreseen in the fourth quarter of 2020 in order to supplement the technical specifications for points 1.3 (wireless recharging for motor vehicles) and 1.6 (recharging points for electric busses) of Annex II of Directive 2014/94/EU.

The Commission does not intend to include the technical specifications concerning point 1.4 of Annex II (battery swapping for motor vehicles) in the above-announced

⁵ 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, 22.10.2019, p. 1).

Commission Delegated Regulation because the relevant European standardisation organisation does not consider such standard a priority for the EU industry.

4. CONCLUSION AND OUTLOOK FOR THE FUTURE

The Commission invites the European Parliament and the Council to take note of this report.