



The DR 2023/1804 & Napcore

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- Annex I & II: Reporting and Technical specifications

Article 2: Definitions

- 72 Definitions in the field of AF are explained.
- Compliant with DATEX II definitions (double check needed) – (eg. Recharging-point, pool, station, service, session etc...)
- Each member state should use these definitions to make sure we refer to the same.

Article 3&4 LDV and HDV

- Exact charging output and number of charging points are defined along the core and compr. TEN-T network.
- eg.: Member States shall ensure that:
- (a) along the TEN-T core road network, publicly accessible recharging pools dedicated to light-duty electric vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km between them:
 - (i) by 31 December 2025, each recharging pool offers a power output of at least 400 kW and includes at least one recharging point with an individual power output of at least 150 kW;
 - (ii) by 31 December 2027, each recharging pool offers a power output of at least 600 kW and includes at least two recharging points with an individual power output of at least 150 kW;

Article 5: Recharging Infrastructure

- Regulations mandatory for AF infrastructure operators, regarding availability, payment options, price info
- The requirements laid down in this paragraph shall not apply to publicly accessible recharging points that do not require payment for the recharging service.

Article 6 & 7: Targets for hydrogen refuelling infrastructure of road vehicles & Hydrogen refueling infrastructure

- Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are deployed by 31 December 2030.
- To that end, Member States shall ensure that by 31 December 2030 publicly accessible hydrogen refuelling stations designed for a minimum cumulative capacity of 1 tonne per day and equipped with at least a 700 bar dispenser are deployed with a maximum distance of 200 km between them along the TEN-T core network.
- Regulations mandatory for the Hydrogen Infrastructure operators

Article 8: LNG

- Until 31 December 2024, Member States shall ensure that an appropriate number of publicly accessible refuelling points for liquefied methane are deployed, at least along the TEN-T core network, in order to allow heavy-duty motor vehicles using liquefied methane to circulate throughout the Union, where there is demand, unless the costs of doing so are disproportionate to the benefits, including environmental benefits.

Article 14 & 15: National Policy Frameworks and National reporting

- 1. By 31 December 2024, each Member State shall prepare and transmit 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.
- By 31 December 2027 and every two years thereafter, each Member State shall submit to the Commission a standalone national progress report on the implementation of its national policy framework. The report shall be drafted in an easily readable and understandable form and shall be made publicly available by the Commission.
- 2. The national progress report shall cover the information listed in Annex I and shall, where appropriate, include a relevant justification of the level of achievement of the national targets and objectives referred to in Article 14(2), as well as an indication of the measures to be taken to achieve those targets and objectives in the future.

Article 20: Data provision

- 1. Member States shall appoint an Identification Registration Organisation ('IDRO'). The IDRO shall issue and manage unique identification ('ID') codes to identify at least operators of recharging points and mobility service providers, by 14 April 2025.
- 2. By 14 April 2025, operators of publicly accessible recharging points and refuelling points for alternative fuels, or, in accordance with the arrangements between them, the owners of those points, shall ensure the availability of static data and dynamic data concerning alternative fuels infrastructure operated by them, or services inherently linked to such infrastructure that they provide or they outsource, at no cost.

Article 20: Data types (Paragraph 2)

- **The following data types shall be made available:**
- (a) static data for publicly accessible recharging points and refuelling points for alternative fuels operated by them:
 - (i) geographic location of the recharging points and refuelling points for alternative fuels,
 - (ii) number of connectors,
 - (iii) number of parking spaces for people with disabilities,
 - (iv) contact information of the owner and operator of the recharging station and refuelling station,
 - (v) opening hours;
- (b) further static data for publicly accessible recharging points operated by them:
 - (i) ID codes, at least of the recharging point operator,
 - (ii) type of connector,
 - (iii) type of current (AC/DC),
 - (iv) maximum power output (kW) of the recharging station,
 - (v) maximum power output (kW) of the recharging point,
 - (vi) vehicle type compatibility;
- (c) dynamic data for publicly accessible recharging points and refuelling points for alternative fuels operated by them:
 - (i) operational status (operational/out of order),
 - (ii) availability (in use/not in use),
 - (iii) ad hoc price,
 - (iv) electricity supplied is 100 % renewable (yes/no).

Article 20: EAP

- **PR. (69):** Data should play a fundamental role in the adequate functioning of recharging and refuelling infrastructure. The format, the frequency and the quality in which those data should be made available and accessible determine the overall quality of an alternative fuels infrastructure that meets user needs. Moreover, those data should be accessible in a coherent manner in all Member States. **Member States should make the data concerning alternative fuels infrastructure available as open data through their national access point in accordance with Commission Delegated Regulation (EU) 2022/670(20) and in compliance with the additional specifications that are complementary to those set out in that Delegated Regulation. It should also be possible for such data to be provided to a common European access point that the Commission should establish, which should function as a single Union data gateway for the data made available by operators in the national access points. The common European access point should, where possible, build on the existing structures and functions of the European Alternative Fuels Observatory ('EAFO') in conjunction with the TENtec Information System or, for example, be made accessible through a dedicated web portal.** The common European access point should enable data users to easily access data, to compare information on price and to obtain information on the characteristics of the alternative fuels infrastructure, such as accessibility, availability or power capacity.
- 3. Each operator of publicly accessible recharging and refuelling points for alternative fuels, or, in accordance with the arrangements between them, the owner of those points, shall set up an Application Programme Interface (API) that provides free and unrestricted access to the data referred to in paragraph 2, and shall submit information on that API to the national access points.
- The API of each operator of recharging and refuelling points, or, in accordance with the arrangements between them, the API of the owner of those points, shall comply with common technical requirements established by the Commission in the delegated acts referred to in paragraph 6 to enable an automated and uniform data exchange between the operators of publicly accessible recharging and refuelling points and data users.
- 4. By 31 December 2024, Member States shall ensure that the data referred to in paragraph 2 of this Article are made accessible on an open and non-discriminatory basis to all data users through their national access points in accordance with the relevant provisions related to such data in Delegated Regulation (EU) 2022/670 and in compliance with the additional complementary specifications that may be adopted in accordance with paragraph 7 of this Article. **Where Member States aggregate data under their national access points, they may provide those data to a common European access point by means of an API. (What about link repositories?)**
- 5. By 31 December 2026, the Commission shall establish a common European access point to function as a data gateway facilitating the access to the data referred to in paragraph 2 from the different national access points. The Commission shall ensure that the common European access point is easily accessible and can be used by all data users, for example through the creation of a dedicated web portal.

Article 25 & 26 Repeal and entry into force

- Directive **2014/94/EU** and Delegated Regulations **(EU) 2019/1745** and **(EU) 2021/1444** are repealed with effect from 13 April 2024.
- 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 in Annex IV.

All To Do's

Task	Responsible	Deadline
Each Member state has to fulfill the mandatory Infrastructure developments	Infra operators, Resp. Ministry	2024, 2025, 2027, 2030, 2035
Each Member state has to set up / assign an IDRO.	Each NAP operator / National Body / Resp. Ministry	2025.04.14
Datex II / TN-ITS conformity with datasets	WG 4.1 & WG 4.2	2024. Dec
All AF infrastructure operators have to share all of their data with the national NAPs (via API)	Infra operators	2025.04.14
Each NAP operator has to adapt to the data categories listed and fulfill the reporting requirements	Each NAP operator / WG5?	2024 dec 31
Each NAP has to establish a gateway (API?) to the EAP	Each NAP operator / WG2 / WG4.4	2026 dec 31