

Synopsis of Fit For 55 drafts V

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- ▶ **Regulation (EU) 2018/842 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement (sub I.)**
- ▶ **Regulation (EU) 2018/841 on the inclusion of greenhouse gas emissions and removals from land use, land use change and forestry in the 2030 climate and energy framework (sub II.)**
- ▶ **Regulation (EU) 2018/1999 (sub III.)**
- ▶ **Directive 2014/94/EU on the deployment of alternative fuels infrastructure (sub IV.)**
- ▶ **Regulation (EU) 2019/631 on setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles (sub V.)**

August 2021

Dear Reader

The dynamic of the legislative initiatives both at the EU-level and across EU member states is currently unprecedented. We are seeing a new urgency to decarbonise large parts of carbon-intensive sectors combined with the need to prevent carbon-leakage and the transfer of production to economies with less scrutiny on (still) carbon-intensive production processes. The task requires a holistic overhaul of the current framework for carbon-pricing, carbon-quotas, furthering and further enhancement of decarbonisation more broadly.

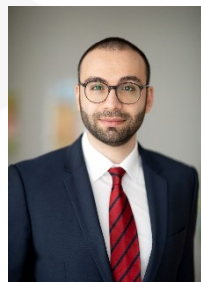
Drafts of the legislative package have recently been published and will be discussed and amended over the coming months. However, the timing of the adoption of the published drafts depends heavily on the political process. Important legal acts due for revision are the Effort Sharing Regulation (sub I.), the Regulation on Land Use, Forestry and Agriculture (sub II. and III.), the Directive on the deployment of alternative fuels infrastructure (sub IV.) and the Regulation on the reduction in CO₂ emissions of new passenger cars and light commercial vehicles (sub V.). This document provides a synopsis of the proposed revisions for those wanting to better understand what changes are discussed, what to consider for future industries and business cases as well as to focus potential lobbying efforts.

We hope you will find this helpful and remain at your disposal for any questions or queries you may have.

Kind regards



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Legislative Amendments¹

I. Amendments to Regulation (EU) 2018/842

Regulation (EU) 2018/842

Proposal

Article 1

Subject matter

This Regulation lays down obligations on Member States with respect to their minimum contributions for the period from 2021 to 2030 to fulfilling the Union's target of reducing its greenhouse gas emissions by **30 %** below 2005 levels in 2030 in the sectors covered by Article 2 of this Regulation and contributes to achieving the objectives of the Paris Agreement. This Regulation also lays down rules on determining annual emission allocations and for the evaluation of Member States' progress towards meeting their minimum contributions.

This Regulation lays down obligations on Member States with respect to their minimum contributions for the period from 2021 to 2030 to fulfilling the Union's target of reducing its greenhouse gas emissions by **40 %** below 2005 levels in 2030 in the sectors covered by Article 2 of this Regulation and contributes to achieving the objectives of the Paris Agreement. This Regulation also lays down rules on determining annual emission allocations and for the evaluation of Member States' progress towards meeting their minimum contributions.

Article 2

Scope

1. This Regulation applies to the greenhouse gas emissions from IPCC source categories of energy, industrial processes and product use, agriculture and waste as determined pursuant to Regulation **(EU) No 525/2013**, excluding greenhouse gas emissions from the activities listed in Annex I to Directive 2003/87/EC.

1. This Regulation applies to the greenhouse gas emissions from IPCC source categories of energy, industrial processes and product use, agriculture and waste as determined pursuant to Regulation **(EU) 2018/1999 of the European Parliament and the Council**, excluding greenhouse gas emissions from the activities listed in Annex I to Directive 2003/87/EC, **other than the activity "maritime transport"**.

2. Without prejudice to Article 7 and Article 9(2) of this Regulation, this Regulation does not apply to greenhouse gas emissions and removals covered by Regulation (EU) 2018/841.

3. For the purposes of this Regulation, CO₂ emissions from IPCC source category '1.A.3.A civil aviation' shall be treated as zero.

Article 3

Definitions

For the purposes of this Regulation, the following definitions apply:

(1) 'Greenhouse gas emissions' means emissions in terms of tonnes of CO₂ equivalent of carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF₃) and sulphur hexafluoride (SF₆) determined pursuant to Regulation (EU) No 525/2013 and falling within the scope of this Regulation;

¹ Please note that we chose not to correct editorial errors in the European Commission's draft.

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- (2) 'Annual emission allocations' means the maximum allowed greenhouse gas emissions for each year between 2021 and 2030 determined pursuant to Article 4(3) and Article 10;
- (3) 'EU ETS allowance' means an 'allowance' as defined in point (a) of Article 3 of Directive 2003/87/EC.

*Article 4***Annual emission levels for the period from 2021 to 2030**

1. Each Member State shall, in 2030, limit its greenhouse gas emissions at least by the percentage set for that Member State in Annex I in relation to its greenhouse gas emissions in 2005, determined pursuant to paragraph 3 of this Article.

2. Subject to the flexibilities provided for in Articles 5, 6 and 7 of this Regulation, ~~to the adjustment pursuant to Article 10(2) of this Regulation~~ and taking into account any deduction resulting from the application of Article 7 of Decision No 406/2009/EC, each Member State shall ensure that its greenhouse gas emissions ~~in each year between 2021 and 2029 do not exceed~~ the limit defined by a linear trajectory, starting on the average of its greenhouse gas emissions during 2016, 2017 and 2018 determined pursuant to paragraph 3 of this Article and ending in 2030 on the limit set for that Member State in Annex I to this Regulation. The linear trajectory of a Member State shall start either at five-twelfths of the distance from 2019 to 2020 or in 2020, whichever results in a lower allocation for that Member State.

2. Subject to the flexibilities provided for in Articles 5, 6 and 7 of this Regulation **and** the adjustment pursuant to its Article 10(2) and taking into account any deduction resulting from the application of Article 7 of Decision No 406/2009/EC, each Member State shall ensure that its greenhouse gas emissions:

(a) do not exceed, in the years 2021 and 2022, the limit defined by a linear trajectory, starting on the average of its greenhouse gas emissions during 2016, 2017 and 2018, as set out pursuant to paragraph 3 of this Article, and ending in 2030 at the limit set for that Member State in column 1 of Annex I to this Regulation. The linear trajectory of a Member State shall start either at five-twelfths of the distance from 2019 to 2020 or in 2020, whichever results in a lower allocation for that Member State;

(b) do not exceed, in the years 2023, 2024 and 2025, the limit defined by a linear trajectory starting in 2022 at the annual emission allocation for that Member State, as set out pursuant to paragraph 3 of this Article for that year, and ending in 2030 at the limit set for that Member State in column 2 of Annex I to this Regulation;

(c) do not exceed, in the years 2026 to 2030, the limit defined by a linear trajectory starting in 2024, at the average of its greenhouse gas emissions during the years 2021, 2022 and 2023, as submitted by the Member State pursuant to Article 26 of Regulation (EU) 2018/1999, and ending in 2030 at the limit set for that Member State in column 2 of Annex I to this Regulation.

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3. The Commission shall adopt implementing acts setting out the annual emission allocations for the years from 2021 to 2030 in terms of tonnes of CO₂ equivalent as specified in paragraphs 1 and 2 of this Article. For the purposes of those implementing acts, the Commission shall carry out a comprehensive review of the most recent national inventory data for the years 2005 and 2016 to 2018 submitted by Member States pursuant to Article 7 of Regulation (EU) No 525/2013.

Those implementing acts shall indicate the value for the 2005 greenhouse gas emissions of each Member State used to determine the annual emission allocations specified in paragraphs 1 and 2.

4. Those implementing acts shall also specify, based on the percentages notified by Member States under Article 6(3), the total quantities that may be taken into account for a Member State's compliance under Article 9 between 2021 and 2030. If the sum of all Member States' total quantities were to exceed the collective total of 100 million, the total quantities for each Member State shall be reduced on a pro rata basis so that the collective total is not exceeded.

5. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14.

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3. The Commission shall adopt implementing acts setting out the annual emission allocations for each Member State for the years from 2021 to 2030 in tonnes of CO₂ equivalent in accordance with the linear trajectories set out in paragraph 2.

For the years 2021 and 2022, it shall determine the annual emission allocations based on a comprehensive review of the most recent national inventory data for the years 2005 and 2016 to 2018 submitted by the Member States pursuant to Article 7 of Regulation (EU) No 525/2013 and indicate the value for the 2005 greenhouse gas emissions of each Member State used to determine those annual emission allocations.

For the years 2023, 2024 and 2025, it shall determine the annual emission allocations based on the value for the 2005 greenhouse gas emissions of each Member State indicated pursuant to the second subparagraph and the reviewed values of the national inventory data for the years 2016, 2017 and 2018 referred to in the second subparagraph.

For the years 2026 to 2030, it shall determine the annual emission allocations based on the value for the 2005 greenhouse gas emissions of each Member State indicated pursuant to the second subparagraph and on a comprehensive review of the most recent national inventory data for the years 2021, 2022 and 2023 submitted by the Member States pursuant to Article 26 of Regulation (EU) 2018/1999.

*Article 5***Flexibilities by means of borrowing, banking and transfer**

1. In respect of the years 2021 to 2025, a Member State may borrow a quantity of up to 10 % from its annual emission allocation for the following year.

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2. In respect of the years 2026 to 2029, a Member State may borrow a quantity of up to 5 % from its annual emission allocation for the following year.
3. A Member State whose greenhouse gas emissions for a given year are below its annual emission allocation for that year, taking into account the use of flexibilities pursuant to this Article and Article 6, may:
 - (a) in respect of the year 2021, bank that excess part of its annual emission allocation to subsequent years until 2030; and
 - (b) in respect of the years 2022 to 2029, bank the excess part of its annual emission allocation up to a level of 30 % of its annual emission allocations up to that year to subsequent years until 2030.
4. A Member State may transfer up to 5 % of its annual emission allocation for a given year to other Member States in respect of the years 2021 to 2025, and up to 10 % in respect of the years 2026 to 2030. The receiving Member State may use that quantity for compliance under Article 9 for the given year or for subsequent years until 2030.
5. A Member State whose reviewed greenhouse gas emissions for a given year are below its annual emission allocation for that year, taking into account the use of flexibilities pursuant to paragraphs 1 to 4 of this Article and Article 6, may transfer that excess part of its annual emission allocation to other Member States. The receiving Member State may use that quantity for compliance under Article 9 for that year or for subsequent years until 2030.
6. Member States may use revenues generated by transfers of annual emission allocations pursuant to paragraphs 4 and 5 to tackle climate change in the Union or in third countries. Member States shall inform the Commission of any actions taken pursuant to this paragraph.
7. Any transfer of annual emission allocations pursuant to paragraphs 4 and 5 may be the result of a greenhouse gas mitigation project or programme carried out in the selling Member State and remunerated by the receiving Member State, provided that double counting is avoided and traceability is ensured.
8. Member States may use credits from projects issued pursuant to Article 24a(1) of Directive 2003/87/EC for compliance under Article 9 of this Regulation without any quantitative limit, provided that double counting is avoided.

*Article 6***Flexibility for certain Member States following reduction of EU ETS allowances**

1. The Member States listed in Annex II to this Regulation may have a limited cancellation of up to a maximum of 100 million EU ETS allowances collectively taken into account for their compliance under this Regulation. Such cancellation shall be made from the auctioning volumes of the Member State concerned pursuant to Article 10 of Directive 2003/87/EC.
2. The EU ETS allowances taken into account under paragraph 1 of this Article shall be considered as EU ETS allowances in circulation for the purposes of Article 1(4) of Decision (EU) 2015/1814.

In its first review pursuant to Article 3 of that Decision, the Commission shall consider whether to maintain the accounting set out in the first subparagraph of this paragraph.

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3. The Member States listed in Annex II shall notify the Commission by 31 December 2019 of any intention to make use of the limited cancellation of EU ETS allowances referred to in paragraph 1 of this Article, up to the percentage listed in Annex II for each year of the period from 2021 to 2030 for each Member State concerned, for its compliance under Article 9.

The Member States listed in Annex II may decide to revise the notified percentage downwards once in 2024 and once in 2027. In such case, the Member State concerned shall notify the Commission thereof by 31 December 2024 or by 31 December 2027, respectively.

3a. Malta shall notify the Commission by 31 December 2023 if it intends to make use of the limited cancellation of EU ETS allowances referred to in paragraph 1, up to the percentage listed in Annex II for each of the years 2025 to 2030 for its compliance under Article 9.

4. At a Member State's request, the Central Administrator designated pursuant to Article 20(1) of Directive 2003/87/EC ('the Central Administrator') shall take into account an amount up to the total quantity determined pursuant to Article 4(4) of this Regulation for that Member States' compliance under Article 9 of this Regulation. One-tenth of the total quantity of EU ETS allowances determined pursuant to Article 4(4) of this Regulation shall be cancelled pursuant to Article 12(4) of Directive 2003/87/EC for each year from 2021 to 2030 for that Member State.

5. Where a Member State, in accordance with paragraph 3 of this Article, has notified the Commission of its decision to revise the previously notified percentage downwards, a correspondingly lower quantity of EU ETS allowances shall be cancelled for that Member State in respect of each year from 2026 to 2030 or from 2028 to 2030, respectively.

*Article 7***Additional use of ~~up to 280 million~~ net removals from LULUCF****Additional use of net removals from LULUCF**

1. To the extent that a Member State's greenhouse gas emissions exceed its annual emission allocations for a given year, including any annual emission allocations banked pursuant to Article 5(3) of this Regulation, a quantity up to the sum of total net removals and total net emissions from the combined land accounting categories ~~of afforested land, deforested land, managed cropland, managed grassland and, subject to the delegated acts adopted pursuant to paragraph 2 of this Article, managed forest land and managed wetland, as referred to in points (a) and (b) of Article 2(1)~~ of Regulation (EU) 2018/841, may be taken into account for its compliance under Article 9 of this Regulation for that year, provided that:

To the extent that a Member State's greenhouse gas emissions exceed its annual emission allocations for a given year, including any annual emission allocations banked pursuant to Article 5(3) of this Regulation, a quantity up to the sum of total net removals and total net emissions from the combined land accounting categories **included in the scope** of Regulation (EU) 2018/841, may be taken into account for its compliance under Article 9 of this Regulation for that year, provided that:

(a) the cumulative quantity taken into account for that Member State for the years 2021 to

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(a) the cumulative quantity taken into account for that Member State for ~~all the years of the period from~~ 2021 to 2030 does not exceed the maximum amount of total net removals set out in Annex III to this Regulation for that Member State;

(b) such quantity is in excess of that Member State's requirements under Article 4 of Regulation (EU) 2018/841;

(c) the Member State has not acquired more net removals under Regulation (EU) 2018/841 from other Member States than it has transferred;

(d) the Member State has complied with Regulation (EU) 2018/841; and

(e) the Member State has submitted a description of the intended use of the flexibility available under this paragraph pursuant to the second subparagraph of Article 7(1) of Regulation (EU) No 525/2013.

~~2. The Commission shall adopt delegated acts in accordance with Article 13 of this Regulation to amend the title of Annex III thereto in respect of the land accounting categories in order to:~~

~~(a) reflect the contribution of the land accounting category managed forest land while respecting the maximum amount of total net removals for each Member State referred to in Annex III to this Regulation, when delegated acts laying down forest reference levels are adopted pursuant to Article 8(8) or (9) of Regulation (EU) 2018/841; and~~

~~(b) reflect the contribution of the land accounting category managed wetland while respecting the maximum amount of total net removals for each Member State referred to in Annex III to this Regulation, when all Member States are required to account for this category under Regulation (EU) 2018/841.~~

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2025 does not exceed half of the maximum amount of total net removals set out in Annex III to this Regulation for that Member State;

(aa) the cumulative quantity taken into account for that Member State for the years 2026 to 2030 does not exceed half of the maximum amount of total net removals set out in Annex III to this Regulation for that Member State;

(b) such quantity is in excess of that Member State's requirements under Article 4 of Regulation (EU) 2018/841;

(c) the Member State has not acquired more net removals under Regulation (EU) 2018/841 from other Member States than it has transferred;

(d) the Member State has complied with Regulation (EU) 2018/841; and

(e) the Member State has submitted a description of the intended use of the flexibility available under this paragraph pursuant to the second subparagraph of Article 7(1) of Regulation (EU) No 525/2013.

Regulation (EU) 2018/842**Proposal***Article 8***Corrective action**

1. If the Commission finds, in its annual assessment under Article 21 of Regulation (EU) No 525/2013 and taking into account the intended use of the flexibilities referred to in Articles 5, 6 and 7 of this Regulation, that a Member State is not making sufficient progress towards meeting its obligations under Article 4 of this Regulation, that Member State shall, within three months, submit to the Commission a corrective action plan that includes:

(a) additional actions that the Member State shall implement in order to meet its specific obligations under Article 4 of this Regulation, through domestic policies and measures and the implementation of Union action;

(b) a strict timetable for implementing such actions, which enables the assessment of annual progress in implementation.

2. In accordance with its annual work programme, the European Environment Agency shall assist the Commission in its work to assess any such corrective action plans.

3. The Commission may issue an opinion regarding the robustness of the corrective action plans submitted in accordance with paragraph 1 and shall in that case do so within four months of receipt of those plans. The Member State concerned shall take utmost account of the Commission's opinion and may revise its corrective action plan accordingly.

*Article 9***Compliance check**

1. In 2027 and 2032, if the reviewed greenhouse gas emissions of a Member State exceed its annual emission allocation for any specific year of the period, taking into account paragraph 2 of this Article and the flexibilities used pursuant to Articles 5, 6 and 7, the following measures shall apply:

(a) an addition to the Member State's greenhouse gas emission figure of the following year equal to the amount in tonnes of CO₂ equivalent of the excess greenhouse gas emissions, multiplied by a factor of 1,08, in accordance with the measures adopted pursuant to Article 12; and

(b) the Member State shall be temporarily prohibited from transferring any part of its annual emission allocation to another Member State until it is in compliance with Article 4.

The Central Administrator shall implement the prohibition referred to in point (b) of the first subparagraph in the Union Registry.

2. If the greenhouse gas emissions of a Member State in ~~either the period from 2021 to 2025 or the period from 2026 to 2030~~ referred to in Article 4 of Regulation (EU) 2018/841 exceeded its removals, as determined in accordance with Article 12 of that Regulation, the Central Administrator shall deduct from that Member State's annual emission allocations an amount equal to those excess greenhouse gas emissions in tonnes of CO₂ equivalent for the relevant years.

2. If the greenhouse gas emissions of a Member State in the period from 2021 to 2025 referred to in Article 4 of Regulation (EU) 2018/841 exceeded its removals, as determined in accordance with Article 12 of that Regulation, the Central Administrator shall deduct from that Member State's annual emission allocations an amount equal to those excess greenhouse gas emissions in tonnes of CO₂ equivalent for the relevant years.

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1. The Commission shall adjust the annual emission allocations for each Member State under Article 4 of this Regulation in order to reflect:
 - (a) adjustments to the number of EU ETS allowances issued pursuant to Article 11 of Directive 2003/87/EC that resulted from a change in the coverage of sources under that Directive, in accordance with the Commission Decisions adopted pursuant to that Directive on the final approval of the national allocation plans for the period from 2008 to 2012;
 - (b) adjustments to the number of EU ETS allowances or credits, respectively, issued pursuant to Articles 24 and 24a of Directive 2003/87/EC in respect of greenhouse gas emission reductions in a Member State; and
 - (c) adjustments to the number of EU ETS allowances pertaining to greenhouse gas emissions from installations excluded from the EU ETS in accordance with Article 27 of Directive 2003/87/EC, for the time that they are excluded.
2. The amount contained in Annex IV shall be added to the annual emission allocation for the year 2021 for each Member State referred to in that Annex.
3. The Commission shall publish the figures resulting from such adjustments.

*Article 11***Safety reserve**

1. A safety reserve corresponding to a quantity of up to 105 million tonnes of CO₂ equivalent shall be established in the Union Registry, subject to the fulfilment of the Union target referred to in Article 1. The safety reserve shall be available in addition to the flexibilities provided for in Articles 5, 6 and 7.
2. A Member State may benefit from the safety reserve provided that all of the following conditions are fulfilled:
 - (a) its GDP per capita at market prices in 2013, as published by Eurostat in April 2016, was below the Union average;
 - (b) its cumulative greenhouse gas emissions for the years from 2013 to 2020 in the sectors covered by this Regulation are below its cumulative annual emission allocations for the years from 2013 to 2020; and
 - (c) its greenhouse gas emissions exceed its annual emission allocations in the period from 2026 to 2030, although it has:
 - (i) exhausted the flexibilities pursuant to Article 5(2) and (3);
 - (ii) made the maximum possible use of net removals according to Article 7, even if that quantity does not reach the level set in Annex III; and
 - (iii) made no net transfers to other Member States under Article 5.
3. A Member State, which meets the conditions set out in paragraph 2 of this Article, shall receive an additional quantity from the safety reserve up to its shortfall to be used for compliance under Article 9. That quantity shall not exceed 20 % of its overall overachievement in the period from 2013 to 2020.

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If the resulting collective quantity to be received by all of the Member States which fulfil the conditions set out in paragraph 2 of this Article exceeds the limit referred to in paragraph 1 of this Article, the quantity to be received by each of those Member States shall be reduced on a pro rata basis.

4. Any amount remaining in the safety reserve after the distribution in accordance with the first subparagraph of paragraph 3 shall be distributed among the Member States referred to in that subparagraph proportionally to their remaining shortfall, but not exceeding it. For each of those Member States, that quantity may be additional to the percentage referred to in that subparagraph.

5. After the completion of the review referred to in Article 19 of Regulation (EU) No 525/2013 for the year 2020, the Commission shall, for each Member State that fulfils the conditions in points (a) and (b) of paragraph 2 of this Article, publish the amounts corresponding to 20 % of the overall overachievement in the period from 2013 to 2020 as referred to in the first subparagraph of paragraph 3 of this Article.

Article 11a
Additional reserve

1. If, by 2030, the Union has reduced net greenhouse gas emissions by at least 55% compared to 1990 levels in compliance with Article 3 of Regulation (EU) 2021/1119 of the European Parliament and of the Council, and taking into account the maximum limit of the contribution of net removals, an additional reserve shall be established in the Union Registry.

2. Member States which decide to neither contribute nor benefit from the additional reserve shall notify their decision to the Commission no later than six months after the entry into force of this Regulation.

3. The additional reserve shall consist of the net removals that participating Member States have generated in the period 2026 to 2030 in excess of their respective targets pursuant to Regulation (EU) 2018/841, after deduction of both of the following:

(a) any flexibilities used under Articles 11 to 13b of Regulation (EU) 2018/841;

(b) the quantities taken into account for compliance pursuant to Article 7 of this Regulation.

4. If an additional reserve is set up pursuant to paragraph 1, a participating Member State may benefit from it if the following conditions are fulfilled:

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(a) the greenhouse gas emissions of the Member State exceed its annual emission allocations in the period from 2026 to 2030;

(b) the Member State has exhausted the flexibilities pursuant to Article 5(2)

and (3);

(c) the Member State has made the maximum use possible of net removals in accordance with Article 7, even if that quantity does not reach the level set in Annex III; and

(d) the Member State has made no net transfers to other Member States under Article 5.

5. If a Member State fulfils the conditions set out in paragraph 4, it shall receive an additional quantity from the additional reserve up to its shortfall to be used for compliance under Article 9.

If the resulting collective quantity to be received by all of the Member States which fulfil the conditions set out in paragraph 4 of this Article exceeds the quantity allocated to the additional reserve under paragraph 3 of this Article, the quantity to be received by each of those Member States shall be reduced on a pro rata basis.

*Article 12***Registry**

1. The Commission shall adopt delegated acts in accordance with Article 13 to supplement this Regulation in order to ensure the accurate accounting under this Regulation through the Union Registry in respect of:

(a) annual emission allocations;

(b) flexibilities exercised under Articles 5, 6 and 7;

(c) compliance checks under Article 9;

(d) adjustments under Article 10; and

(e) the safety reserve under Article 11.

2. The Central Administrator shall conduct an automated check on each transaction in the Union Registry that results from this Regulation and shall, where necessary, block transactions to ensure that there are no irregularities.

3. The information referred to in points (a) to (e) of paragraph 1 and in paragraph 2 shall be accessible to the public.

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1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Articles 7(2) and 12(1) shall be conferred on the Commission for a period of five years from 9 July 2018. 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.
3. The delegation of powers referred to in Articles 7(2) and 12(1) 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.
4. 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 of 13 April 2016 on Better Law-Making.
5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
6. A delegated act adopted pursuant to Articles 7(2) and 12(1) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and to 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 two months at the initiative of the European Parliament or of the Council.

*Article 14***Committee procedure**

1. The Commission shall be assisted by the Climate Change Committee established by Regulation (EU) No 525/2013. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.
2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

*Article 15***Review**

1. This Regulation shall be kept under review taking into account, inter alia, evolving national circumstances, the manner in which all sectors of the economy contribute to the reduction of greenhouse gas emissions, international developments and efforts undertaken to achieve the long-term objectives of the Paris Agreement.
2. The Commission shall submit a report to the European Parliament and to the Council, within six months of each global stocktake agreed under Article 14 of the Paris Agreement, on the operation of this Regulation, including the balance between supply and demand for annual emission

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allocations, as well as on the contribution of this Regulation to the Union's overall 2030 greenhouse gas emission reduction target and its contribution to the goals of the Paris Agreement, in particular with regard to the need for additional Union policies and measures in view of the necessary greenhouse gas emission reductions by the Union and its Member States, including a post-2030 framework, and may make proposals if appropriate.

Those reports shall take into account the strategies prepared pursuant to Article 4 of Regulation (EU) No 525/2013 with a view to contributing to the formulation of a long-term Union strategy.

*Article 16***Amendments to Regulation (EU) No 525/2013**

Regulation (EU) No 525/2013 is amended as follows:

(1) in Article 7, paragraph 1 is amended as follows:

(a) the following point is inserted:

‘(aa) as of 2023, their anthropogenic emissions of greenhouse gases referred to in Article 2 of Regulation (EU) 2018/842 of the European Parliament and of the Council (*1) for the year X-2, in accordance with UNFCCC reporting requirements;

(*1) Regulation (EU) 2018/842 of the European Parliament and of the Council of 30 May 2018 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement and amending Regulation (EU) No 525/2013 (OJ L 156, 19.6.2018, p. 26).’;

(b) the second subparagraph is replaced by the following:

‘In their reports, Member States shall annually inform the Commission of any intention to use the flexibilities set out in Article 5(4) and (5) and Article 7 of Regulation (EU) 2018/842, as well as of the use of revenues in accordance with Article 5(6) of that Regulation. Within three months of receiving such information from Member States, the Commission shall make the information available to the committee referred to in Article 26 of this Regulation.’;

(2) in point (c) of Article 13(1), the following point is added:

‘(ix) as of 2023, information on national policies and measures implemented towards meeting their obligations under Regulation (EU) 2018/842 and information on planned additional national policies and measures envisaged with a view to limiting greenhouse gas emissions beyond their commitments under that Regulation;’;

(3) in Article 14(1), the following point is added:

‘(f) as of 2023, total greenhouse gas projections and separate estimates for the projected greenhouse gas emissions for the emission sources covered by Regulation (EU) 2018/842 and by Directive 2003/87/EC.’;

(4) in Article 21(1), the following point is added:

‘(c) obligations under Article 4 of Regulation (EU) 2018/842. The evaluation shall take into account progress in Union policies and measures and information from Member States. Every two years, the evaluation shall also include the projected progress of the Union towards implementing its Nationally Determined Contribution to the Paris Agreement containing the Union's commitment to economy-wide greenhouse gas emission reductions and the projected progress of Member States towards fulfilling their obligations under that Regulation.’.

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Proposal

Article 17

Entry into force

This Regulation shall enter into force on the twentieth day following its publication in the *Official Journal of the European Union*.

II. Amendments to Regulation (EU) 2018/841

Regulation (EU) 2018/841

Proposal

Article 1

Subject matter

This Regulation sets out ~~the~~ commitments of Member States for the land use, land use change and forestry ('LULUCF') sector that contribute to achieving the objectives of the Paris Agreement and meeting the greenhouse gas emission reduction target of the Union for the period from 2021 to 2030. ~~This Regulation also lays down the rules for the~~ accounting of emissions and removals from LULUCF and for checking the compliance of Member States with ~~those~~ commitments.

This Regulation sets out **rules concerning:**

(a) commitments of Member States for the land use, land use change and forestry sector that contribute to achieving the objectives of the Paris Agreement and meeting the greenhouse gas emission reduction target of the Union for the period from 2021 to **2025;**

(b) accounting of greenhouse gas emissions and removals from **the land use, land use change and forestry sector** and for checking the compliance of Member States with **the** commitments referred to in point (a) for the period from 2021 to **2025;**

(c) a Union target for net greenhouse gas removals in the land use, land use change and forestry sector for the period from 2026 to 2030;

(d) targets for net greenhouse gas removals in the land use, land use change and forestry sector for Member States for the period from 2026 to 2030;

(e) commitments of Member States to take the necessary measures aiming towards the collective achievement of climate-neutrality in the Union by 2035 in the land use, land use change and forestry sector including emissions by the non-CO2 agriculture.

Article 2

Scope

1. This Regulation applies to emissions and removals of the greenhouse gases listed in Section A of Annex I thereto, reported pursuant to ~~Article 7 of Regulation (EU) No 525/2013 and that occur in any of the following land accounting categories~~ on the territories of Member States:

~~(a) During the periods from 2021 to 2025 and from 2026 to 2030:~~

1. This Regulation applies to emissions and removals of the greenhouse gases listed in Section A of Annex I, reported pursuant to **Article 26(4) of Regulation (EU) 2018/1999 of the European Parliament and of the Council and occurring on the territories of Member States in the period from 2021 to 2025 in any of the following land accounting categories:**

(a) land use reported as cropland, grassland, wetlands, settlements or other land, converted to forest land **('afforested land');**

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<p>(i) 'afforested land': land use reported as cropland, grassland, wetlands, settlements or other land, converted to forest land;</p> <p>(ii) 'deforested land': land use reported as forest land converted to cropland, grassland, wetlands, settlements or other land;</p> <p>(iii) 'managed cropland': land use reported as:</p> <ul style="list-style-type: none"> — cropland remaining cropland, — grassland, wetland, settlement or other land, converted to cropland, or — cropland converted to wetland, settlement or other land; <p>(iv) 'managed grassland': land use reported as:</p> <ul style="list-style-type: none"> — grassland remaining grassland, — cropland, wetland, settlement or other land, converted to grassland, or — grassland converted to wetland, settlement or other land; <p>(v) 'managed forest land': land use reported as forest land remaining forest land;</p> <p>(b) As of 2026: 'managed wetland': land use reported as:</p> <ul style="list-style-type: none"> — wetland remaining wetland, — settlement or other land, converted to wetland, or — wetland converted to settlement or other land. <p>2. During the period from 2021 to 2025, a Member State may include in the scope of its commitment pursuant to Article 4 of this Regulation emissions and removals of the greenhouse gases listed in Section A of Annex I to this Regulation, reported pursuant to Article 7 of Regulation (EU) No 525/2013, and that occur in the land accounting category of managed</p>	<p>(b) land use reported as forest land converted to cropland, grassland, wetlands, settlements or other land ('deforested land');</p> <p>(c) land use reported as either of the following ('managed cropland'):</p> <ul style="list-style-type: none"> (i) cropland remaining cropland; (ii) grassland, wetland, settlement or other land, converted to cropland; (iii) cropland converted to wetland, settlement or other land; <p>(d) land use reported as either of the following ('managed grassland'):</p> <ul style="list-style-type: none"> (i) grassland remaining grassland; (ii) cropland, wetland, settlement or other land, converted to grassland; (iii) grassland converted to wetland, settlement or other land; <p>(e) land use reported as forest land remaining forest land ('managed forest land');</p> <p>(f) where a Member State has notified to the Commission its intention to include such land use in the scope of its commitments pursuant to Article 4(1) by 31 December 2020, land use reported as either of the following ('managed wetland'):</p> <ul style="list-style-type: none"> — wetland remaining wetland; — settlement or other land, converted to wetland; — wetland converted to settlement or other land. <p>2. This Regulation also applies to emissions and removals of the greenhouse gases listed in Section A of Annex I, reported pursuant to Article 26(4) of Regulation (EU) 2018/1999 and occurring on the territories of Member States in the period from 2026 to 2030, in any of the following land reporting categories and/or sectors:</p> <ul style="list-style-type: none"> (a) forest land; (b) cropland;

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wetland on its territory. This Regulation also applies to such emissions and removals included by a Member State.	<ul style="list-style-type: none"> (c) grassland; (d) wetlands; (e) settlements; (f) other land; (g) harvested wood products; (h) other; (i) atmospheric deposition; (j) nitrogen leaching and run-off.
3. Where a Member State intends, pursuant to paragraph 2, to include managed wetland in the scope of its commitment, it shall notify the Commission thereof by 31 December 2020.	<p>3. This Regulation also applies to emissions and removals of the greenhouse gases listed in Section A of Annex I, reported pursuant to Article 26(4) of Regulation (EU) 2018/1999 and occurring on the territories of Member States from 2031 and onwards, in any of the land categories listed in paragraph 2, points (a) to (j) and in any of the following sectors:</p> <ul style="list-style-type: none"> (a) enteric fermentation; (b) manure management; (c) rice cultivation; (d) agricultural soils; (e) prescribed burning of savannas; (f) field burning of agricultural residues; (g) liming; (h) urea application; (i) 'other carbon-containing fertilizers'; (j) 'other'.

4. If necessary in light of experience gained with the application of the IPCC Refinement to the IPCC Guidelines, the Commission may make a proposal to postpone the mandatory accounting for managed wetland for an additional period of five years.

Article 3

Definitions

1. For the purposes of this Regulation, the following definitions apply:

- (1) 'sink' means any process, activity or mechanism that removes a greenhouse gas, an aerosol, or a precursor to a greenhouse gas from the atmosphere;
- (2) 'source' means any process, activity or mechanism that releases a greenhouse gas, an aerosol or a precursor to a greenhouse gas into the atmosphere;

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- (3) 'carbon pool' means the whole or part of a biogeochemical feature or system within the territory of a Member State and within which carbon, any precursor to a greenhouse gas containing carbon, or any greenhouse gas containing carbon is stored;
- (4) 'carbon stock' means the mass of carbon stored in a carbon pool;
- (5) 'harvested wood product' means any product of wood harvesting that has left a site where wood is harvested;
- (6) 'forest' means an area of land defined by the minimum values for area size, tree crown cover or an equivalent stocking level, and potential tree height at maturity at the place of growth of the trees as specified for each Member State in Annex II. It includes areas with trees, including groups of growing, young, natural trees, or plantations that have yet to reach the minimum values for tree crown cover or an equivalent stocking level or minimum tree height as specified in Annex II, including any area that normally forms part of the forest area but on which there are temporarily no trees as a result of human intervention, such as harvesting, or as a result of natural causes, but which area can be expected to revert to forest;
- (7) 'forest reference level' means an estimate, expressed in tonnes of CO₂ equivalent per year, of the average annual net emissions or removals resulting from managed forest land within the territory of a Member State in the periods from 2021 to 2025 and from 2026 to 2030, based on the criteria set out in this Regulation;
- (8) 'half-life value' means the number of years it takes for the quantity of carbon stored in a category of harvested wood products to decrease to one half of its initial value;
- (9) 'natural disturbances' mean any non-anthropogenic events or circumstances that cause significant emissions in forests and the occurrence of which is beyond the control of the relevant Member State, and the effects of which the Member State is objectively unable to significantly limit, even after their occurrence, on emissions;
- (10) 'instantaneous oxidation' means an accounting method that assumes that the release into the atmosphere of the entire quantity of carbon stored in harvested wood products occurs at the time of harvest.

2. The Commission is empowered to adopt delegated acts in accordance with Article 16, to amend or delete the definitions contained in paragraph 1 of this Article, or add new definitions thereto, in order to adapt that paragraph to scientific developments or technical progress and to ensure consistency between those definitions and any changes to relevant definitions in the IPCC Guidelines as adopted by the Conference of the Parties to the UNFCCC or the Conference of the Parties serving as the Meeting of the Parties to the Paris Agreement.

*Article 4***Commitments****Commitments and targets**

For the periods from 2021 to 2025 ~~and from 2026 to 2030~~, taking into account the flexibilities provided for in Articles 12 ~~and~~ 13, each Member State shall ensure that emissions do not exceed removals, calculated as the sum of total emissions and total removals on its territory in all of the land accounting categories referred to

1. For the period from 2021 to 2025, taking into account the flexibilities provided for in Articles 12, 13 ~~and 13a~~, each Member State shall ensure that **greenhouse gas** emissions do not exceed **greenhouse gas** removals, calculated as the sum

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in Article 2 ~~combined, as accounted in accordance with this Regulation.~~

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of total emissions and total removals on its territory in all of the land accounting categories referred to in Article 2(1).

2. The 2030 Union target for net greenhouse gas removals is 310 million tonnes CO₂ equivalent as a sum of the Member States targets established in accordance with paragraph 3 of this Article, and shall be based on the average of its greenhouse gas inventory data for the years 2016, 2017 and 2018.

Each Member State shall ensure that, taking into account the flexibilities provided for in Articles 12 and 13 and 13b, the annual sum of its greenhouse gas emissions and removals on its territory and in all of the land reporting categories referred to in Article 2(2), points (a) to (j), in each year in the period from 2026 to 2030 does not exceed the limit established by a linear trajectory, ending in 2030 on the target set out for that Member State in Annex IIa. The linear trajectory of a Member State shall start in 2022.

3. The Commission shall adopt implementing acts setting out the annual targets based on the linear trajectory for net greenhouse gas removals for each Member State, for each year in the period from 2026 to 2029 in terms of tonnes CO₂ equivalent. These national trajectories shall be based on the average greenhouse gas inventory data for the years 2021, 2022 and 2023, reported by each Member State. The value of the 310 million tonnes CO₂ equivalent net removals as a sum of the targets for Member States set out in Annex IIa may be subject to a technical correction due to a change of methodology by Member States. The method for determination of the technical correction to be added to the targets of the Member States, shall be set out in these implementing acts. For the purpose of those implementing acts, the Commission shall carry out a comprehensive review of the most recent national inventory data for the years 2021, 2022 and 2023 submitted by Member States pursuant to Article 26(4) of Regulation (EU) 2018/1999.

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Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16a.

4. The Union-wide greenhouse gas emissions in the sectors set out in Article 2(3), points (a) to (j), shall aim to be net zero by 2035 and the Union shall achieve negative emissions thereafter. The Union and the Member States shall take the necessary measures to enable the collective achievement of the target for 2035.

The Commission shall, by 31 December 2025 and on the basis of integrated national energy and climate plans submitted by each Member State pursuant to Article 14 of Regulation (EU) 2018/1999 by 30 June 2024, make proposals for the contribution of each Member State to the net emissions reduction.

*Article 5***General accounting rules**

1. Each Member State shall prepare and maintain accounts that accurately reflect the emissions and removals resulting from the land accounting categories referred to in Article 2. Member States shall ensure that their accounts and other data provided under this Regulation are accurate, complete, consistent, comparable and transparent. Member States shall denote emissions by a positive sign (+) and removals by a negative sign (-).
2. Member States shall prevent any double counting of emissions or removals, in particular by ensuring that emissions and removals are not accounted for under more than one land accounting category.
3. Where land use is converted, Member States shall, 20 years after the date of that conversion, change the categorisation of forest land, cropland, grassland, wetland, settlements and other land from such land converted to another type of land to such land remaining the same type of land.
4. Member States shall include in their accounts for each land accounting category any change in the carbon stock of the carbon pools listed in Section B of Annex I. Member States may choose not to include in their accounts changes in carbon stocks of carbon pools provided that the carbon pool is not a source. However, that option not to include changes in carbon stocks in the accounts shall not apply in relation to the carbon pools of above-ground biomass, dead wood and harvested wood products, in the land accounting category of managed forest land.
5. Member States shall maintain a complete and accurate record of all data used in preparing their accounts.
6. The Commission is empowered to adopt delegated acts in accordance with Article 16 to amend Annex I in order to reflect changes in the IPCC Guidelines as adopted by the Conference of the Parties to the UNFCCC or the Conference of the Parties serving as the Meeting of the Parties to the Paris Agreement.

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1. Member States shall account for emissions and removals resulting from afforested land and deforested land, ~~as being the~~ total emissions and total removals for each of the years in the periods from 2021 to 2025 ~~and from 2026 to 2030~~.
2. By way of derogation from Article 5(3), where land use ~~is~~ converted from cropland, grassland, wetland, settlements or other land to forest land, a Member State may change the categorisation of such land from land converted to forest land to forest land remaining forest land, ~~30 years after the date of that conversion, if duly~~ justified based on the IPCC Guidelines.
3. When calculating emissions and removals resulting from afforested land and deforested land, each Member State shall determine the forest area using the parameters specified in Annex II.

*Article 7***Accounting for managed cropland, managed grassland and managed wetland**

1. Each Member State shall account for emissions and removals resulting from managed cropland calculated as emissions and removals in the periods from 2021 to 2025 ~~and from 2026 to 2030~~ minus the value obtained by multiplying by five the Member State's average annual emissions and removals resulting from managed cropland in its base period from 2005 to 2009.
 2. Each Member State shall account for emissions and removals resulting from managed grassland calculated as emissions and removals in the periods from 2021 to 2025 ~~and from 2026 to 2030~~ minus the value obtained by multiplying by five the Member State's average annual emissions and removals resulting from managed grassland in its base period from 2005 to 2009.
 3. During the period from 2021 to 2025, each Member State that, ~~pursuant to Article 2(2),~~ includes managed wetland in the scope of its commitments, ~~and all Member States during the period from 2026 to 2030,~~ shall account for emissions and removals resulting from managed
1. Member States shall account for emissions and removals resulting from afforested land and deforested land **calculated as the** total emissions and total removals for each of the years in the period from 2021 to 2025.
 2. By way of derogation from Article 5(3), **and no later than 2025,** where land use **has been** converted from cropland, grassland, wetland, settlements or other land to forest land, a Member State may, **30 years after the date of that conversion,** change the categorisation of such land from land converted to forest land to forest land remaining forest land, **where such change is** duly justified based on the IPCC Guidelines.
 3. During the period from 2021 to 2025, each Member State that includes managed wetland in the scope of its commitments shall account for emissions and removals resulting from managed wetland, calculated as emissions and removals in that period minus the value obtained

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wetland, calculated as emissions and removals in the respective periods minus the value obtained by multiplying by five the Member State's average annual emissions and removals resulting from managed wetland in its base period from 2005 to 2009.

by multiplying by five the Member State's average annual emissions and removals resulting from managed wetland in its base period from 2005 to 2009.

4. During the period from 2021 to 2025, Member States that, pursuant to Article 2(2), have chosen not to include managed wetland in the scope of their commitments shall nevertheless report to the Commission on the emissions and removals from land use reported as:

- (a) wetland remaining wetland;
- (b) settlement or other land, converted to wetland; or
- (c) wetland converted to settlement or other land.

*Article 8***Accounting for managed forest land**

1. Each Member State shall account for emissions and removals resulting from managed forest land, calculated as emissions and removals in the periods from 2021 to 2025 ~~and from 2026 to 2030~~ minus the value obtained by multiplying by five the forest reference level of the Member State concerned.

1. Each Member State shall account for emissions and removals resulting from managed forest land, calculated as emissions and removals in the period from 2021 to 2025 minus the value obtained by multiplying by five the forest reference level of the Member State concerned.

2. Where the result of the calculation referred to in paragraph 1 of this Article is negative in relation to a Member State's forest reference level, the Member State concerned shall include in its managed forest land accounts total net removals of no more than the equivalent of 3,5 % of the emissions of that Member State in its base year or period as specified in Annex III, multiplied by five. Net removals resulting from the carbon pools of dead wood and harvested wood products, except the category of paper as referred to in point (a) of Article 9(1), in the land accounting category of managed forest land shall not be subject to this limitation.

3. Member States shall submit to the Commission their national forestry accounting plans, including a proposed forest reference level, by 31 December 2018 for the period from 2021 to 2025 ~~and by 30 June 2023 for the period from 2026 to 2030~~. The national forestry accounting plan shall contain all the elements listed in Section B of Annex IV and shall be made public, including via the internet.

3. Member States shall submit to the Commission their national forestry accounting plans, including a proposed forest reference level, by 31 December 2018 for the period from 2021 to 2025. The national forestry accounting plan shall contain all the elements listed in Section B of Annex IV and shall be made public, including via the internet.

4. Member States shall determine their forest reference level based on the criteria set out in Section A of Annex IV. For Croatia, its forest reference level may also take into account, in addition to the criteria set out in Section A of Annex IV, the occupation of its territory, and wartime and post-war circumstances that had an impact on forest management during the reference period.

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5. The forest reference level shall be based on the continuation of sustainable forest management practice, as documented in the period from 2000 to 2009 with regard to dynamic age-related forest characteristics in national forests, using the best available data.

Forest reference levels as determined in accordance with the first subparagraph shall take account of the future impact of dynamic age-related forest characteristics in order not to unduly constrain forest management intensity as a core element of sustainable forest management practice, with the aim of maintaining or strengthening long-term carbon sinks.

Member States shall demonstrate consistency between the methods and data used to determine the proposed forest reference level in the national forestry accounting plan and those used in the reporting for managed forest land.

6. The Commission, in consultation with experts appointed by the Member States, shall undertake a technical assessment of the national forestry accounting plans submitted by Member States in accordance with paragraph 3 of this Article with a view to assessing the extent to which the proposed forest reference levels have been determined in accordance with the principles and requirements set out in paragraphs 4 and 5 of this Article and in Article 5(1). In addition, the Commission shall consult stakeholders and civil society. The Commission shall publish a summary of the work carried out, including the views expressed by the experts appointed by the Member States, and the conclusions thereof.

The Commission shall, where necessary, issue technical recommendations to the Member States reflecting the conclusions of the technical assessment to facilitate the technical revision of the proposed forest reference levels. The Commission shall publish those technical recommendations.

7. Where necessary based on the technical assessments and on, where applicable, the technical recommendations, Member States shall communicate their revised proposed forest reference levels to the Commission by 31 December 2019 for the period from 2021 to 2025 ~~and by 30 June 2024 for the period from 2026 to 2030~~. The Commission shall publish the proposed forest reference levels communicated to it by Member States.

7. Where necessary based on the technical assessments and on, where applicable, the technical recommendations, Member States shall communicate their revised proposed forest reference levels to the Commission by 31 December 2019 for the period from 2021 to 2025. The Commission shall publish the proposed forest reference levels communicated to it by Member States.

8. Based on the proposed forest reference levels submitted by Member States, on the technical assessment carried out pursuant to paragraph 6 of this Article and, where applicable, on the revised proposed forest reference level submitted under paragraph 7 of this Article, the Commission shall adopt delegated acts in accordance with Article 16 amending Annex IV with a view to laying down the forest reference levels to be applied by the Member States for the periods from 2021 to 2025 ~~and from 2026 to 2030~~.

8. Based on the proposed forest reference levels submitted by Member States, on the technical assessment carried out pursuant to paragraph 6 of this Article and, where applicable, on the revised proposed forest reference level submitted under paragraph 7 of this Article, the Commission shall adopt delegated acts in accordance with Article 16 amending Annex IV with a view to laying down the forest reference levels to be applied by the Member States for the period from 2021 to 2025.

9. If a Member State does not submit its forest reference level to the Commission by the dates

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specified in paragraph 3 of this Article and, where applicable, paragraph 7 of this Article, the Commission shall adopt delegated acts in accordance with Article 16 amending Annex IV with a view to laying down the forest reference level to be applied by that Member State for the period from 2021 to 2025 ~~or from 2026 to 2030~~, based on any technical assessment carried out pursuant to paragraph 6 of this Article.

10. The delegated acts referred to in paragraphs 8 and 9 shall be adopted by 31 October 2020 for the period from 2021 to 2025 ~~and by 30 April 2025 for the period from 2026 to 2030~~.

11. In order to ensure consistency as referred to in paragraph 5 of this Article, Member States shall, where necessary, submit to the Commission technical corrections not requiring amendments to the delegated acts adopted pursuant to paragraph 8 or 9 of this Article by the dates referred to in Article 14(1).

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specified in paragraph 3 of this Article and, where applicable, paragraph 7 of this Article, the Commission shall adopt delegated acts in accordance with Article 16 amending Annex IV with a view to laying down the forest reference level to be applied by that Member State for the period from 2021 to 2025, based on any technical assessment carried out pursuant to paragraph 6 of this Article.

10. The delegated acts referred to in paragraphs 8 and 9 shall be adopted by 31 October 2020 for the period from 2021 to 2025.

*Article 9***~~Accounting for harvested wood products~~****Carbon storage products**

1. In the accounts provided pursuant to Articles 6(1) and 8(1) relating to harvested wood products, Member States shall reflect emissions and removals resulting from changes in the carbon pool of harvested wood products falling within the following categories using the first order decay function, the methodologies and the default half-life values specified in Annex V:

- (a) paper;
- (b) wood panels;
- (c) sawn wood.

2. The Commission shall adopt delegated acts in accordance with Article 16 in order to amend paragraph 1 of this Article and Annex V by adding new categories of harvested wood products that have a carbon sequestration effect, based on IPCC Guidelines as adopted by the Conference of the Parties to the UNFCCC or the Conference of the Parties serving as the Meeting of the Parties to the Paris Agreement, and ensuring environmental integrity.

2. The Commission shall adopt delegated acts in accordance with Article 16 in order to amend paragraph 1 of this Article and Annex V by adding new categories of **carbon storage products, including** harvested wood products, that have a carbon sequestration effect, based on IPCC Guidelines as adopted by the Conference of the Parties to the UNFCCC or the Conference of the Parties serving as the Meeting of the Parties to the Paris Agreement, and ensuring environmental integrity.

3. Member States may specify the wood-based material products, including bark, which fall within the existing and new categories referred to in paragraphs 1 and 2, respectively, based on IPCC Guidelines as adopted by the Conference of the Parties to the UNFCCC or the Conference of the Parties serving as the Meeting of the Parties to the Paris Agreement, provided that the available data are transparent and verifiable.

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1. At the end of each of the periods from 2021 to 2025 ~~and from 2026 to 2030~~, Member States may exclude from their accounts for afforested land and managed forest land greenhouse gas emissions, resulting from natural disturbances, that exceed the average emissions caused by natural disturbances in the period from 2001 to 2020, excluding statistical outliers ('background level'). That background level shall be calculated in accordance with this Article and Annex VI.
2. Where a Member State applies paragraph 1, it shall:
 - (a) submit to the Commission information on the background level for the land accounting categories referred to in paragraph 1 and on the data and methodologies used in accordance with Annex VI; and
 - (b) exclude from accounting until ~~2030~~ all subsequent removals on the land affected by natural disturbances.
3. The Commission is empowered to adopt delegated acts in accordance with Article 16 to amend Annex VI in order to revise the methodology and information requirements in that Annex to reflect changes in the IPCC Guidelines as adopted by the Conference of the Parties to the UNFCCC or the Conference of the Parties serving as the Meeting of the Parties to the Paris Agreement.

*Article 11***Flexibilities****Flexibilities and governance**

1. A Member State may use:
 - (a) the general flexibilities set out in Article 12; and
 - (b) in order to comply with the commitment in Article 4, the managed forest land flexibility set out in Article 13.
2. If a Member State is not in compliance with the monitoring requirements laid down in point (da) of Article 7(1) of Regulation (EU) No 525/2013, the Central Administrator designated under Article 20 of Directive 2003/87/EC ('the Central Administrator') shall temporarily prohibit that

1. A Member State may use:
 - (a) the general flexibilities set out in Article 12; and
 - (b) in order to comply with the commitment in Article 4, the managed forest land flexibility set out in Articles 13 **and 13b**.

Finland may, besides the flexibilities referred to in the first subparagraph, points (a) and (b), use additional compensations pursuant to Article 13a.

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Member State from transferring or banking pursuant to Article 12(2) and (3) of this Regulation or using the managed forest land flexibility pursuant to Article 13 of this Regulation.

*Article 12***General flexibilities**

1. Where total emissions exceed total removals in a Member State, and that Member State has chosen to use its flexibility, and has requested to delete annual emission allocations under Regulation (EU) 2018/842, the quantity of deleted emission allocations shall be taken into account with respect to the Member State's compliance with its commitment pursuant to Article 4 of this Regulation.

2. To the extent that total removals exceed total emissions in a Member State and after subtraction of any quantity taken into account under Article 7 of Regulation (EU) 2018/842, that Member State may transfer the remaining quantity of removals to another Member State. The quantity transferred shall be taken into account when assessing the recipient Member State's compliance with its commitment pursuant to Article 4 of this Regulation.

~~3. To the extent that total removals exceed total emissions in a Member State in the period from 2021 to 2025, and after subtraction of any quantity taken into account under Article 7 of Regulation (EU) 2018/842 or transferred to another Member State pursuant to paragraph 2 of this Article, that Member State may bank the remaining quantity of removals to the period from 2026 to 2030.~~

4. In order to avoid double counting, the quantity of net removals taken into account under Article 7 of Regulation (EU) 2018/842 shall be subtracted from that Member State's quantity available for transfer to another Member State or for banking pursuant to paragraphs 2 and 3 of this Article.

5. Member States may use revenues generated by transfers pursuant to paragraph 2 to tackle climate change in the Union or in third countries and shall inform the Commission of any such actions taken.

6. Any transfer pursuant to paragraph 2 may be the result of a greenhouse gas mitigation project or programme carried out in the selling Member State and remunerated by the receiving Member State, provided that double counting is avoided and traceability is ensured.

*Article 13***Managed forest land flexibility**

1. Where total emissions exceed total removals in the land accounting categories referred to in Article 2, accounted for in accordance with this Regulation, in a Member State, that Member

1. Where, **in the period from 2021 to 2025**, total emissions exceed total removals in the land accounting categories referred to in Article 2 **(1)**,

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State may use the managed forest land flexibility set out in this Article in order to comply with Article 4.

2. Where the result of the calculation referred to in Article 8(1) is a positive figure, the Member State concerned shall be entitled to compensate those emissions ~~provided that:~~

(a) the Member State, in its strategy submitted in accordance with ~~Article 4 of Regulation (EU) No 525/2013, has included~~ ongoing or planned specific measures to ensure the conservation or enhancement, as appropriate, of forest sinks and reservoirs; and

(b) ~~within the Union,~~ total emissions do not exceed total removals in the land accounting categories referred to in Article 2 of this Regulation for the period ~~for which the Member State intends to use the compensation~~. When assessing whether, within the Union, total emissions exceed total removals, the Commission shall ensure that double counting is avoided by Member States, in particular in the exercise of the flexibilities set out in this Regulation and Regulation (EU) 2018/842.

3. ~~As regards the amount of compensation, the Member State concerned may only compensate:~~

~~(a) sinks accounted for as emissions against its forest reference level; and~~

~~(b) up to the maximum amount of compensation for that Member State set out in Annex VII for the period from 2021 to 2030.~~

4. ~~Finland may compensate up to 10 million tonnes of CO₂ equivalent emissions provided that it satisfies the conditions listed in points (a) and (b) of paragraph 2.~~

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~~accounted for in accordance with this Regulation,~~ in a Member State, that Member State may use the managed forest land flexibility set out in this Article in order to comply with Article 4(1).

2. Where, ~~in the period from 2021 to 2025,~~ the result of the calculation referred to in Article 8(1) is a positive figure, the Member State concerned shall be entitled to compensate emissions ~~resulted from the calculation provided that the following conditions are fulfilled:~~

(a) the Member State ~~has included~~ in its strategy submitted in accordance with Article ~~15 of Regulation (EU) 2018/1999~~ ongoing or planned specific measures to ensure the conservation or enhancement, as appropriate, of forest sinks and reservoirs; and

(b) total emissions ~~within the Union~~ do not exceed total removals in the land accounting categories referred to in Article 2(1) of this Regulation for the period ~~from 2021 to 2025~~. When assessing whether, within the Union, total emissions exceed total removals ~~as referred to in the first subparagraph, point (b),~~ the Commission shall ensure that double counting is avoided by Member States, in particular in the exercise of the flexibilities set out ~~in Article 12 of this Regulation and Articles 7(1) or 9(2) of Regulation (EU) 2018/842.~~

3. The compensation referred to in paragraph 2 may only ~~cover~~ sinks accounted for as emissions against the forest reference level ~~of that Member State and may not exceed 50 % of the maximum amount of compensation for the Member State concerned set out in Annex VII for the period from 2021 to 2025.~~

4. Member States shall submit evidence to the Commission concerning the impact of natural disturbances calculated pursuant to Annex VI in order to be eligible for compensation of remaining sinks accounted for as emissions against its forest reference level, up to the full amount of unused compensation by other Member States set out in Annex VII for the period from 2021

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to 2025. In case the demand for compensation exceeds the amount of unused compensation available, the compensation shall be distributed proportionally among the Member States concerned.

*Article 13a***Additional compensations**

1. Finland may compensate up to an additional 5 million tonnes of CO₂ equivalent accounted emissions under the land accounting categories managed forest land, deforested land, managed cropland and managed grassland, in the period from 2021 to 2025, provided that the following conditions are fulfilled:

(a) Finland included in its strategy submitted in accordance with Article 15 of Regulation (EU) 2018/1999 ongoing or planned specific measures to ensure the conservation or enhancement, as appropriate, of forest sinks and reservoirs;

(b) total emissions within the Union do not exceed total removals in the land accounting categories referred to in Article 2(1) of this Regulation in the period from 2021 to 2025.

When assessing whether, within the Union, total emissions exceed total removals as referred to in the first subparagraph, point (b), the Commission shall ensure that double counting is avoided by Member States, in particular in the exercise of the flexibilities set out in Article 12 and 13 of this Regulation and Articles 7(1) or 9(2) of Regulation (EU) 2018/842.

2. The additional compensations are limited to:

(a) the amount exceeding the managed forest land flexibility available to Finland in the period from 2021 to 2025 pursuant to Article 13;

(b) the emissions created by historical change from forest land to any other land use category that occurred no later than 31 December 2017;

(c) compliance with Article 4.

3. The additional compensations may not be subject to transfer pursuant to Article 12 of this

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Regulation or Article 7 of Regulation (EU) 2018/842.

4. Any unused additional compensations out of the amount of 5 million tonnes CO₂ equivalent referred to in paragraph 1 shall be cancelled.

5. The Central Administrator shall carry out paragraph 2, point (a), and paragraphs 3 and 4 of this Article in the Union Registry established pursuant to Article 40 of Regulation (EU) 2018/1999.

*Article 13b***Land use flexibility mechanism for the period 2026 to 2030**

1. A land use flexibility mechanism corresponding to a quantity of up to 178 million tonnes of CO₂ equivalent shall be established in the Union Registry established pursuant to Article 40 of Regulation (EU) No 2018/1999, subject to the fulfilment of the Union target referred to in Article 4(2). The flexibility mechanism shall be available in addition to the flexibilities provided for in Article 12.

2. Where, in the period from 2026 to 2030, the difference between the annual sum of the greenhouse gas emissions and removals on the territory of a Member State and in all of the land reporting categories referred to in Article 2(2), points (a) to (j), and the corresponding target is positive, accounted and reported in accordance with this Regulation, that Member State may use the flexibility set out in this Article in order to comply with its target set out pursuant to Article 4(2).

3. Where, in the period from 2026 to 2030, the result of the calculation referred to in paragraph 2 is positive, the Member State concerned shall be entitled to compensate the excess emissions provided that the following conditions are fulfilled:

(a) the Member State has included in its updated integrated national energy and climate plan submitted pursuant to Article 14 of Regulation (EU) 2018/1999 ongoing or planned specific

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measures to ensure the conservation or enhancement, as appropriate, of all land sinks and reservoirs, and to reduce the vulnerability of the land to natural disturbances;

(b) the Member State has exhausted all other flexibilities available pursuant to this Article 12 of this Regulation or Article 7(1) of Regulation (EU) 2018/842;

(c) the difference in the Union between the annual sum of all greenhouse gas emissions and removals on its territory and in all of the land reporting categories referred to in Article 2(2), points (a) to (j), and the Union target [of 310 million tonnes CO₂ equivalent of net removals] is negative, in the period from 2026 to 2030.

When assessing whether, within the Union, total emissions exceed total removals as referred to in the first subparagraph, point (c), the Commission shall determine whether to include 20% of net removals not banked by Member States from the period from 2021 to 2025 on the basis of the impact of natural disturbances and applying information submitted by Member States in accordance with paragraph 5 of this Article. The Commission shall in that assessment also ensure that double counting is avoided by Member States, in particular in the exercise of the flexibilities set out in Article 12 of this Regulation and Article 7(1) of Regulation (EU) 2018/842.

4. The amount of the compensation referred to in paragraph 3 of this Article may only cover sinks accounted for as emissions against the target of the Member State in Annex IIa of this Regulation and may not exceed 50 % of the maximum amount of compensation for the Member State concerned set out in Annex VII for the period from 2026 to 2030.

5. Member States shall submit evidence to the Commission concerning the impact of natural disturbances calculated pursuant to Annex VI, in order to be eligible for compensation of remaining sinks accounted for as emissions against the target of a Member State concerned set out in Annex IIa, up to the full amount of unused compensation by other Member States

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set out in Annex VII for the period from 2026 to 2030. In case the demand for compensation exceeds the amount of unused compensation available, the compensation shall be distributed proportionally among the Member States concerned.

*Article 13c***Governance of the targets**

If the reviewed greenhouse gas emissions and removals of a Member State in 2032 exceed the annual targets of that Member State for any specific year of the period 2026 to 2030, taking into account the flexibilities used pursuant to Articles 12 and 13b, the following measure shall apply:

An amount equal to the amount in tonnes of CO₂ equivalent of the excess greenhouse gas net emissions, multiplied by a factor of 1,08, shall be added to the greenhouse gas emission figure reported by that Member State in the following year, in accordance with the measures adopted pursuant to Article 15.

*Article 14***Compliance check**

1. By 15 March 2027 for the period from 2021 to 2025, and by 15 March 2032 for the period from 2026 to 2030, Member States shall submit to the Commission a compliance report containing the balance of total emissions and total removals for the relevant period on each of the land accounting categories specified in Article 2, using the accounting rules laid down in this Regulation.

1. By 15 March 2027 for the period from 2021 to 2025, and by 15 March 2032 for the period from 2026 to 2030, Member States shall submit to the Commission a compliance report containing the balance of total emissions and total removals for the relevant period on each of the land accounting categories specified in Article 2(1), points (a) to (f), for the period from 2021 to 2025 and in Article 2(2), points (a) to (j) for the period from 2026 to 2030, using the accounting rules laid down in this Regulation.

The compliance report shall include an assessment of:

a) the policies and measures regarding trade-offs;

b) the synergies between climate mitigation and adaptation;

c) synergies between climate mitigation and biodiversity.

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Such report shall also contain, where applicable, details on the intention to use the flexibilities referred to in Article 11 and related amounts or on the use of such flexibilities and related amounts

2. The Commission shall carry out a comprehensive review of the compliance reports, provided under paragraph 1 of this Article, for the purpose of assessing compliance with Article 4.

3. The Commission shall prepare a report in 2027, for the period from 2021 to 2025, and in 2032, for the period from 2026 to 2030, on the Union's total emissions and total removals of greenhouse gases for each of the land accounting categories referred to in Article 2 calculated as the total reported emissions and total reported removals for the period minus the value obtained by multiplying by five the Union's average annual reported emissions and removals in the period from 2000 to 2009.

4. The European Environment Agency shall assist the Commission in the implementation of the monitoring and compliance framework provided for in this Article, in accordance with its annual work programme.

*Article 15***Registry**

1. The Commission shall adopt delegated acts in accordance with Article 16 of this Regulation to supplement this Regulation in order to lay down the rules for the recording ~~of the quantity of emissions and removals for each land accounting category in each Member State and to ensure that the accounting carried out in relation to the exercise of the flexibilities pursuant to Articles 12 and 13 of this Regulation through the Union Registry established pursuant to Article 10 of Regulation (EU) No 525/2013 is accurate.~~

1. The Commission shall adopt delegated acts in accordance with Article 16 of this Regulation to supplement this Regulation in order to lay down the rules for the recording **and an accurate carrying out of the following operations in the Union Registry established pursuant to Article 40 of Regulation (EU) 2018/1999:**

(a) the quantity of emissions and removals for each land accounting and reporting category in each Member State;

(b) the exercise of the technical correction pursuant to Article 4(3) of this Regulation;

(c) the exercise of the flexibilities pursuant to Articles 12, 13, 13a and 13b and

(d) compliance with the targets pursuant to Article 13c.

2. The Central Administrator shall conduct an automated check on each transaction under this Regulation and, where necessary, block transactions to ensure that there are no irregularities.

3. The information referred to in paragraphs 1 and 2 shall be accessible to the public.

*Article 16***Exercise of delegation**

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Articles 3(2), 5(6), 8(8) and (9), 9(2), 10(3) and 15(1) shall be conferred on the Commission for a period of five years from 9 July 2018. The Commission shall draw up a report in respect of the delegation of power not later than nine months

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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.

3. The delegation of powers referred to in Articles 3(2), 5(6), 8(8) and (9), 9(2), 10(3) and 15(1) 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.

4. Before the adoption of a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to Articles 3(2), 5(6), 8(8) and (9), 9(2), 10(3) and 15(1) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and to 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 two months at the initiative of the European Parliament or of the Council.

*Article 16a***Committee procedure**

1. The Commission shall be assisted by the Climate Change Committee established by Article 44(3) of Regulation (EU) 2018/1999. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council.

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

*Article 17***Review**

1. This Regulation shall be kept under review taking into account, inter alia, international developments and efforts undertaken to achieve the long-term objectives of the Paris Agreement.

On the basis of the findings of the report prepared pursuant to Article 14(3) and the results of the assessment carried out pursuant to point (b) of Article 13(2), the Commission shall, where appropriate, make proposals to ensure that the integrity of the Union's overall 2030 greenhouse gas emission reduction target and its contribution to the goals of the Paris Agreement are respected.

2. The Commission shall submit a report to the European Parliament and to the Council, ~~within six months of each~~ global stocktake agreed under Article 14 of the Paris Agreement, on the

2. The Commission shall submit a report to the European Parliament and to the Council, **no later than six months after [...]** global stocktake agreed under Article 14 of the Paris Agreement,

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operation of this Regulation, including, where relevant, an assessment of the impacts of the flexibilities referred to in Article 11, as well as on the contribution of this Regulation to the Union's overall 2030 greenhouse gas emission reduction target and its contribution to the goals of the Paris Agreement, in particular with regard to the need for additional Union policies and measures, ~~including a post-2030 framework~~, in view of the necessary increase in greenhouse gas emissions reductions and removals in the Union, ~~and~~ shall make proposals ~~if~~ appropriate.

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on the operation of this Regulation, including, where relevant, an assessment of the impacts of the flexibilities referred to in Article 11, as well as on the contribution of this Regulation to the Union's overall 2030 greenhouse gas emission reduction target and its contribution to the goals of the Paris Agreement, in particular with regard to the need for additional Union policies and measures, in view of the necessary increase in greenhouse gas emissions reductions and removals in the Union.

Following the report, the Commission shall make legislative proposals where it deems it appropriate. In particular, the proposals shall set out annual targets and governance aiming towards the 2035 climate-neutrality target as laid down in Article 4(4), additional Union policies and measures, and a post-2035 framework, including in the scope of the Regulation greenhouse gas emissions and removals from additional sectors, such as the marine and freshwater environment.

*Article 18***Amendments to Regulation (EU) No 525/2013**

Regulation (EU) No 525/2013 is amended as follows:

(1) In Article 7, paragraph 1 is amended as follows:

(a) the following point is inserted:

‘(da) as of 2023, their emissions and removals covered by Article 2 of Regulation (EU) 2018/841 of the European Parliament and of the Council (*1) in accordance with the methodologies specified in Annex IIIa to this Regulation;

(b) the following subparagraph is added:

‘A Member State may request to be granted a derogation by the Commission from point (da) of the first subparagraph to apply a different methodology from that specified in Annex IIIa where the methodology improvement required cannot be achieved in time for the improvement to be taken into account in the greenhouse gas inventories for the period from 2021 to 2030, or where the cost of the methodology improvement would be disproportionately high compared to the benefits of applying such methodology to improve accounting for emissions and removals due to the low significance of the emissions and removals from the carbon pools concerned. Member States wishing to benefit from this derogation shall submit a reasoned request to the Commission by 31 December 2020, indicating by which time the methodology improvement could be implemented, the alternative methodology proposed or both, and an assessment of the potential impacts on the accuracy of accounting. The Commission may request additional information to be submitted within a specific, reasonable time period. Where the Commission considers that the request is

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justified, it shall grant the derogation. If the Commission rejects the request, it shall give reasons for its decision.’.

(2) In point (c) of Article 13(1), the following point is added:

‘(viii) as of 2023, information on national policies and measures implemented to meet their obligations under Regulation (EU) 2018/841 and information on additional national policies and measures planned with a view to limiting greenhouse gas emissions or enhancing sinks beyond their commitments under that Regulation;’.

(3) In Article 14(1), the following point is inserted:

‘(ba) as of 2023, total greenhouse gas projections and separate estimates for the projected greenhouse gas emissions and removals covered by Regulation (EU) 2018/841’.

(4) The following Annex is inserted:

‘ANNEX IIIA

Methodologies for monitoring and reporting referred to in point (da) of Article 7(1)

Approach 3: Geographically-explicit land-use conversion data in accordance with the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.

Tier 1 methodology in accordance with the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.

For emissions and removals for a carbon pool that accounts for at least 25-30 % of emissions or removals in a source or sink category which is prioritised within a Member State’s national inventory system because its estimate has a significant influence on a country’s total inventory of greenhouse gases in terms of the absolute level of emissions and removals, the trend in emissions and removals, or the uncertainty in emissions and removals in the land-use categories, at least Tier 2 methodology in accordance with the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.

Member States are encouraged to apply Tier 3 methodology, in accordance with the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.’.

*Article 19***Amendment to Decision No 529/2013/EU**

Decision No 529/2013/EU is amended as follows:

- (1) in Article 3(2), the first subparagraph is deleted;
- (2) in Article 6, paragraph 4 is deleted.

*Article 20***Entry into force**

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 be binding in its entirety and directly applicable in all Member States.

III. Amendments to Regulation (EU) 2018/1999 (only changes displayed)

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Article 2

Definitions

(63) ‘geographic information system’ means a computer system capable of capturing, storing, analysing, and displaying geographically referenced information

(64) ‘geo-spatial application’ means an electronic application form that includes an IT application based on a geographic information system that allows beneficiaries to spatially declare the agricultural parcels of the holding and non-agricultural areas claimed for payment.

Article 4

National objectives, targets and contributions for the five dimensions of the Energy Union

Each Member State shall set out in its integrated national energy and climate plan the following main objectives, targets and contributions, as specified in point 2 of section A of Annex I:

(a) as regards the dimension ‘Decarbonisation’:

(1) with respect to greenhouse gas emissions and removals and with a view to contributing to the achievement of the economy wide Union greenhouse gas emission reduction target:

(i) the Member State's binding national target for greenhouse gas emissions and the annual binding national limits pursuant to Regulation (EU) 2018/842;

(ii) the Member State's commitments pursuant to Regulation (EU) 2018/841;

(ii) the Member State's commitments and national targets for net greenhouse gas removals pursuant to Article 4(1) and (2) of Regulation (EU) 2018/841 and its contributions aim towards reaching the Union objective of reducing greenhouse gas emissions to net zero by 2035 and achieving negative emissions thereafter pursuant to Article 4(4) of that Regulation;

(iii) where applicable to meet the objectives and targets of the Energy Union and the long-term Union greenhouse gas emissions commitments consistent with the Paris Agreement, other objectives and targets, including sector targets and adaptation goals.

(2) with respect to renewable energy:

With a view to achieving the Union's binding target of at least 32 % renewable energy in 2030 as referred to in Article 3 of Directive (EU) 2018/2001, a contribution to that target in terms of the Member State's share of energy from renewable sources in gross final consumption of energy in 2030, with an indicative trajectory for that contribution from 2021 onwards. By 2022, the indicative trajectory shall reach a reference point of at least 18 % of the total increase in the share of energy from renewable sources between that Member State's binding 2020 national target, and its

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contribution to the 2030 target. By 2025, the indicative trajectory shall reach a reference point of at least 43 % of the total increase in the share of energy from renewable sources between that Member State's binding 2020 national target and its contribution to the 2030 target. By 2027, the indicative trajectory shall reach a reference point of at least 65 % of the total increase in the share of energy from renewable sources between that Member State's binding 2020 national target and its contribution to the 2030 target.

By 2030, the indicative trajectory shall reach at least the Member State's planned contribution. If a Member State expects to surpass its binding 2020 national target, its indicative trajectory may start at the level it is projected to achieve. The Member States' indicative trajectories, taken together, shall add up to the Union reference points in 2022, 2025 and 2027 and to the Union's binding target of at least 32 % renewable energy in 2030. Separately from its contribution to the Union target and its indicative trajectory for the purposes of this Regulation, a Member State shall be free to indicate higher ambitions for national policy purposes;

(b) as regards the dimension 'Energy Efficiency':

(1) the indicative national energy efficiency contribution to achieving the Union's energy efficiency targets of at least 32,5 % in 2030 as referred to in Article 1(1) and Article 3(5) of Directive 2012/27/EU, based on either primary or final energy consumption, primary or final energy savings, or energy intensity.

Member States shall express their contribution in terms of absolute level of primary energy consumption and final energy consumption in 2020, and in terms of absolute level of primary energy consumption and final energy consumption in 2030, with an indicative trajectory for that contribution from 2021 onwards. They shall explain their underlying methodology and the conversion factors used;

(2) the cumulative amount of end-use energy savings to be achieved over the period 2021-2030 under point (b) of Article 7(1) on the energy saving obligations pursuant to Directive 2012/27/EU;

(3) the indicative milestones of the long-term strategy for the renovation of the national stock of residential and non-residential buildings, both public and private, the roadmap with domestically established measurable progress indicators, an evidence-based estimate of expected energy savings and wider benefits, and the contributions to the Union's energy efficiency targets pursuant to Directive 2012/27/EU in accordance with Article 2a of Directive 2010/31/EU;

(4) the total floor area to be renovated or equivalent annual energy savings to be achieved from 2021 to 2030 under Article 5 of Directive 2012/27/EU on the exemplary role of public bodies' buildings;

(c) as regards the dimension 'Energy Security':

(1) national objectives with regard to:

- increasing the diversification of energy sources and supply from third countries, the purpose of which may be to reduce energy import dependency,
- increasing the flexibility of the national energy system, and
- addressing constrained or interrupted supply of an energy source, for the purpose of improving the resilience of regional and national energy systems, including a timeframe for when the objectives should be met;

(d) as regards the dimension 'Internal Energy Market':

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(1) the level of electricity interconnectivity that the Member State aims for in 2030 in consideration of the electricity interconnection target for 2030 of at least 15 %, with a strategy with the level from 2021 onwards defined in close cooperation with the Member States affected, taking into account the 2020 interconnection target of 10 % and the indicators of the urgency of action based on price differential in the wholesale market, nominal transmission capacity of interconnectors in relation to peak load and to installed renewable generation capacity as set out in point 2.4.1 of Section A of Part I of Annex I. Each new interconnector shall be subject to a socioeconomic and environmental cost-benefit analysis and implemented only if the potential benefits outweigh the costs;

(2) key electricity and gas transmission infrastructure projects, and, where relevant, modernisation projects, that are necessary for the achievement of objectives and targets under the five dimensions of the Energy Union;

(3) national objectives related to other aspects of the internal energy market such as: increasing system flexibility, in particular through policies and measures related to market-based price formation in compliance with applicable law; market integration and coupling, aiming to increase the tradeable capacity of existing interconnectors, smart grids, aggregation, demand response, storage, distributed generation, mechanisms for dispatching, re-dispatching and curtailment and real-time price signals, including a timeframe for when the objectives should be met, and other national objectives related to the internal energy market as set out in point 2.4.3 of Section A of Part 1 of Annex I;

(e) as regards the dimension 'Research, Innovation and Competitiveness':

(1) national objectives and funding targets for public and, where available, private research and innovation relating to the Energy Union, including, where appropriate, a timeframe for when the objectives should be met; reflecting the priorities of the Energy Union Strategy and, where relevant, of the SET-Plan. In setting out its objectives, targets and contributions, the Member State may build upon existing national strategies or plans that are compatible with Union law;

(2) where available, national 2050 objectives related to the promotion of clean energy technologies.

*Article 38***Inventory review**

1. With a view to monitoring Member States' greenhouse gas emission reductions or limitations pursuant to Articles 4, 9 and 10 of Regulation (EU) 2018/842 and their reduction of emissions and enhancement of removals by sinks pursuant to Articles 4 and 14 of Regulation (EU) 2018/841 and any other greenhouse gas emission reduction or limitation targets set out in Union law, the Commission shall, in 2027 and 2032, carry out a comprehensive review of the national inventory data submitted by Member States pursuant to Article 26(4) of this Regulation. Member States shall participate fully in that process.

1a. In 2025, the Commission shall carry out a comprehensive review of the national inventory data submitted by Member States pursuant to Article 26(4) of this Regulation, in order to determine the annual targets of net greenhouse gas

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emissions reduction of the Member States pursuant to Article 4(3) of Regulation (EU) 2018/841 and in order to determine the annual emission allocations of the Member States pursuant to Article 4(3) of Regulation (EU) 2018/842.

2. The comprehensive review referred to in paragraph 1 shall include:

2. The comprehensive review referred to in paragraphs 1 **and 1a** shall include:

- (a) checks to verify the transparency, accuracy, consistency, comparability and completeness of information submitted;
- (b) checks to identify cases where inventory data are prepared in a manner which is inconsistent with UNFCCC guidance documentation or Union rules;
- (c) checks to identify cases where LULUCF accounting is carried out in a manner which is inconsistent with UNFCCC guidance documentation or Union rules, and
- (d) where appropriate, calculating the resulting technical corrections necessary, in consultation with the Member States.

3. The Commission, assisted by the Climate Change Committee referred to in point (a) of Article 44(1), shall adopt implementing acts to determine the timing and the procedure for carrying out the comprehensive review, including the tasks set out in paragraph 2 of this Article, and ensuring due consultation of the Member States with regard to the conclusions of the reviews.

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 44(6).

4. The Commission shall, by means of an implementing act, determine the total sum of emissions for the relevant years arising from the corrected inventory data for each Member State ~~upon completion of the review~~ split between emission data relevant for Article 9 of Regulation (EU) 2018/842 and emission data referred to in point (c) of Part 1 of Annex V to this Regulation and also determine the total sum of emissions and removals relevant for Article 4 of Regulation (EU) 2018/841.

4. **Upon completion of the comprehensive review carried out pursuant to paragraph 1,** the Commission shall, by means of implementing acts, determine the total sum of emissions for the relevant years arising from the corrected inventory data for each Member State split between emission data relevant for Article 9 of Regulation (EU) 2018/842 and emission data referred to **in Part 1,** point (c), of Annex V to this Regulation, and determine the total sum of emissions and removals relevant for Article 4 of Regulation (EU) 2018/841.

5. The data for each Member State as recorded in the registries set up pursuant to Article 15 of Regulation (EU) 2018/841 four months following the date of publication of an implementing act adopted pursuant to paragraph 4 of this Article, shall be used for the compliance check with Article 4 of Regulation (EU) 2018/841, including changes to such data arising as a result of that Member State making use of the flexibilities pursuant to Article 11 of Regulation (EU) 2018/841.

6. The data for each Member State as recorded in the registries set up pursuant to Article 12 of Regulation (EU) 2018/842 two months following the compliance check date with Regulation (EU) 2018/841 referred to in paragraph 5 of this Article, shall be used for the compliance check pursuant to Article 9 of Regulation (EU) 2018/842 for the years 2021 and 2026. The compliance check

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pursuant to Article 9 of Regulation (EU) 2018/842 for each of the years 2022 to 2025 and 2027 to 2030 shall be performed at a date falling one month following the date of the compliance check for the previous year. This check shall include changes to such data arising as a result of that Member State making use of the flexibilities pursuant to Articles 5, 6 and 7 of Regulation (EU) 2018/842.

IV. Amendments to Directive 2014/94/EU

Directive 2014/94/EU

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Article 1

Subject matter

This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental impact of transport. This Directive 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, to be implemented by means of Member States' national policy frameworks, as well as common technical specifications for such recharging and refuelling points, and user information requirements.

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.

2. This Regulation sets out rules for the national policy frameworks to be adopted by the Member 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.

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.

Article 2

Definitions

For the purpose of this Directive, the following definitions apply:

For the purposes of this Regulation, the following definitions apply:

(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,

Directive 2014/94/EU

(1) '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. They include, *inter alia*:

- electricity,
- hydrogen,

— biofuels as defined in point (i) of Article 2 of Directive 2009/28/EC,

— synthetic and paraffinic fuels,

— natural gas, including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)), and

— liquefied petroleum gas (LPG);

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point (5) of Commission Delegated Regulation (EU) 2015/962;

(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;

(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:

(a) 'alternative fuels for zero-emission vehicles':

- electricity,
- hydrogen,
- ammonia,

(b) 'renewable fuels':

– biomass fuels and biofuels as defined in Article 2, points (27) and (33) of Directive (EU) 2018/2001,

– synthetic and paraffinic fuels, including ammonia, produced from renewable energy,

(c) 'alternative fossil fuels' for a transitional phase:

– natural gas, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG)),

– liquefied petroleum gas (LPG),

– synthetic and paraffinic fuels produced from non-renewable energy;

(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;

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(5) 'airport managing body' as defined in Article 2, point (2) of Directive 2009/12/EC of the European Parliament and of the Council;

(6) 'automatic authentication' means the authentication of a vehicle at a recharging point through the recharging connector or telematics;

(7) 'availability of data' means the existence of data in a digital machine-readable format.

(8) 'battery electric vehicle' means an electric vehicle that exclusively runs on the electric motor, with no secondary source of propulsion;

(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;

(10) 'connector' means the physical interface between the recharging point and the electric vehicle through which the electric energy is exchanged;

(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;

(12) 'container ship' means a ship designed exclusively for the carriage of containers in holds and on deck;

(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;

(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;

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(2) '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;

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(15) 'distribution system operator' means an operator as defined in Article 2, point (29) of Directive (EU) 2019/944;

(16) 'dynamic data' means data that do change often or on a regular basis;

(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;

(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;

(19) 'electricity supply to stationary aircraft' means the supply of electricity through a standardised fixed or mobile interface to aircraft when stationed at the gate or at an airport out-field position;

(20) 'end user' means a physical or legal person purchasing an alternative fuel for direct use in a vehicle;

(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;

(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;

(23) 'European standard' means a standard as defined in Article 2, point (1)(b) of Regulation (EU) No 1025/2012.

(24) 'freight terminal' means a freight terminal as defined in in Article 3 point (s) of Regulation (EU) No 1315/2013;

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(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;

(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;

(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;

(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;

(29) 'light-duty vehicle' means a motor vehicle of categories M1 or N1 as defined in Annex II to Directive 2007/46/EC;

(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;

(31) 'normal power recharging 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;

(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;

(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;

(34) 'operator of a refuelling point' means the entity responsible for the management and operation of a refuelling point, which provides a refuelling service to end users, including in the

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name and on behalf of a mobility service provider;

(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');

(36) 'plug-in hybrid vehicle' means an electric vehicle constituted by a conventional combustion engine combined with an electric propulsion system, which can be recharged from an external electric power source;

(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;

(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 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;

(39) 'Quick Response code' (QR code) means an ISO 18004-compliant encoding and visualization of data;

(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;

(3) 'recharging point' means an interface that is capable of charging one electric vehicle at a

(41) 'recharging point' means a fixed or mobile interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may

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~~time or exchanging a battery of one electric vehicle at a time;~~

~~(4) 'normal power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power less than or equal to 22 kW, excluding devices with a power less than or equal to 3,7 kW, which are installed in private households or the primary purpose of which is not recharging electric vehicles, and which are not accessible to the public;~~

~~(5) 'high power recharging point' means a recharging point that allows for a transfer of electricity to an electric vehicle with a power of more than 22 kW;~~

~~(6) '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;~~

~~(7) 'recharging or refuelling point accessible to the public' means a recharging or refuelling point to supply an alternative fuel which provides Union wide non-discriminatory access to users. Non-discriminatory access may include different terms of authentication, use and payment;~~

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have one or several connectors to 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.

(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;

(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;

(44) 'recharging pool' means one or more recharging stations at a specific location;

(45) 'recharging station' means a single physical installation at a specific location, consisting of one or more recharging points;

(46) 'recharging service' means the sale or provision of electricity, including related services, through a publicly accessible recharging point;

(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;

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(8) 'refuelling point' means a refuelling facility for the provision of any fuel ~~with the exception of LNG~~, through a fixed or a mobile installation;

~~(9) 'refuelling point for LNG' means a refuelling facility for the provision of LNG, consisting of either a fixed or mobile facility, offshore facility, or other system.~~

(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 point beyond the mere purchase of the service;

(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**;

(50) 'refuelling service' means the sale or provision of any liquid or gaseous alternative fuel through a publicly accessible refuelling point;

(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;

(52) 'refuelling station' means a single physical installation at a specific location, consisting of one or more refuelling points;

(53) 'regulatory authority' means a regulatory authority designated by each Member State pursuant to Article 57(1) of Directive (EU) 2019/944;

(54) 'renewable energy' means energy from renewable non-fossil sources as defined in Article 2, point (1) of Directive (EU) 2018/2001;

(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;

(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;

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(57) 'ship at berth' means ship at berth as defined in Article 3, point (n) of Regulation (EU) 2015/757;

(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;

(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;

(60) 'static data' means data that do not change often or on a regular basis;

(61) 'TEN-T comprehensive network' means a network as defined in Article 9 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;

(63) 'TEN-T core inland waterway port and TEN-T comprehensive inland waterway port' means an inland waterway port of the TEN-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 TEN-T core or comprehensive networks, as listed and categorised in Annex II of Regulation (EU) No 1315/2013;

(65) 'transmission system operator' means a system operator as defined in Art 2, point (35) of Directive (EU) 2019/944;

(66) 'urban node' means an urban node as defined in Article 3, point (p) of Regulation (EU) No 1315/2013.

*Article 4***Electricity supply for transport***Article 3***Targets for electric recharging infrastructure dedicated to light-duty vehicles**

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1. Member States shall ensure, by means of their national policy frameworks, that an appropriate number of recharging points accessible to the public are put in place by 31 December 2020, in order to ensure that electric vehicles can circulate at least in urban/suburban agglomerations and other densely populated areas, and, where appropriate, within networks determined by the Member States. The number of such recharging points shall be established taking into consideration, inter alia, the number of electric vehicles estimated to be registered by the end of 2020, as indicated in their national policy frameworks, as well as best practices and recommendations issued by the Commission. Particular needs related to the installation of recharging points accessible to the public at public transport stations shall be taken into account, where appropriate.

2. The Commission shall assess the application of the requirements in paragraph 1 and, as appropriate, submit a proposal to amend this Directive, taking into account the development of the market for electric vehicles, in order to ensure that an additional number of recharging points accessible to the public are put in place in each Member State by 31 December 2025, at least on the TEN-T Core Network, in urban/suburban agglomerations and other densely populated areas.

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1. Member States shall ensure that:

- publicly accessible recharging stations for light-duty vehicles are deployed commensurate to the uptake of light-duty electric vehicles;
- in their territory, publicly accessible recharging stations dedicated to light-duty vehicles are deployed that provide sufficient power output for those vehicles.

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:

- (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
- (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.

2. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to light-duty vehicles on the road network in their territory. To that end, Member States shall ensure that:

- (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:
 - (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;
 - (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;
- (b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated

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~~3. Member States shall also take measures within their national policy frameworks to encourage and facilitate the deployment of recharging points not accessible to the public.~~

~~4. Member States shall ensure that normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from 18 November 2017, comply at least with the technical specifications set out in point 1.1 of Annex II and 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 18 November 2017, comply at least with the technical specifications set out in point 1.2 of Annex II.~~

~~5. Member States shall ensure that the need for shore side electricity supply for inland waterway vessels and seagoing ships in maritime and inland ports is assessed in their national policy frameworks. Such shore side electricity supply shall be installed as a priority in ports of the TEN-T Core Network, and in other ports, by 31 December 2025, unless there is no demand and the costs are disproportionate to the benefits, including environmental benefits.~~

~~6. Member States shall ensure that shore side electricity supply installations for maritime~~

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:

(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;

(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.

3. 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.

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~~transport, deployed or renewed as from 18 November 2017, comply with the technical specifications set out in point 1.7 of Annex II.~~

~~7. The recharging of electric vehicles at recharging points accessible to the public shall, if technically feasible and economically reasonable, make use of intelligent metering systems as defined in point (28) of Article 2 of Directive 2012/27/EU and shall comply with the requirements laid down in Article 9(2) of that Directive.~~

~~8. Member States shall ensure that operators of recharging points accessible to the public are free to purchase electricity from any Union electricity supplier, subject to the supplier's agreement. The operators of recharging points 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.~~

~~9. All recharging points accessible to the public shall also provide for the possibility for electric vehicle users to recharge on an ad hoc basis without entering into a contract with the electricity supplier or operator concerned.~~

~~10. Member States shall ensure that prices charged by the operators of recharging points accessible to the public are reasonable, easily and clearly comparable, transparent and non-discriminatory.~~

~~11. Member States shall ensure that distribution system operators cooperate on a non-discriminatory basis with any person establishing or operating recharging points accessible to the public.~~

~~12. Member States shall ensure that the legal framework permits the electricity supply for a recharging point to be the subject of a contract with a supplier other than the entity supplying electricity to the household or premises where such a recharging point is located.~~

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~~13. Without prejudice to Regulation (EU) No 1025/2012, the Union shall pursue the development by the appropriate standardisation organisations of European standards containing detailed technical specifications for wireless recharging points and battery swapping for motor vehicles, and for recharging points for L-category motor vehicles and electric buses.~~

~~14. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 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 of the infrastructures to be deployed or renewed with the technical specifications contained in the European standards to be developed pursuant to paragraph 13 of this Article, where the relevant ESOs have recommended only one technical solution with technical specifications as described in a relevant European standard;~~

~~(b) update the references to the standards referred to in the technical specifications set out in point 1 of Annex II where those standards are replaced by new versions thereof adopted by the relevant standardisation organisations.~~

~~It is of particular importance that the Commission follow its usual practice and carry out consultations with experts, including Member States' experts, before adopting those delegated acts.~~

~~Those delegated acts shall provide for transitional periods of at least 24 months before the technical specifications contained therein, or amendments thereof, become binding on the infrastructure to be deployed or renewed.~~

Article 4

Targets for electric recharging infrastructure dedicated to heavy-duty vehicles

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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:

(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:

(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 output of at least 350 kW;

(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;

(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:

(i) by 31 December 2030, each recharging pool shall offer a power output of at least 1400 kW and include at least one recharging station 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 kW and include at least two recharging stations with an individual power output of at least 350 kW;

(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;

(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 individual power output of at least 150 kW;

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(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.

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.

*Article 5***Recharging infrastructure**

1. Operators of publicly accessible recharging stations shall be free to purchase electricity from any Union electricity supplier, subject to the supplier's agreement.

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 payment instrument that is widely used in the Union. To that end:

(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:

(i) payment card readers;

(ii) devices with a contactless functionality that is at least able to read payment cards;

(iii) devices using an internet connection with which for instance a Quick Response code can be specifically generated and used for the payment transaction;

(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,

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accept electronic payments through terminals and devices used for payment services, including at least one of the following:

(i) payment card readers;

(ii) devices with a contactless functionality that is at least able to read payment cards.

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).

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.

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 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.

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 proportionate manner, according to an objective justification.

5. Operators of recharging points shall clearly display the ad hoc price and all its components

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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:

- price per session,
- price per minute,
- price per kWh.

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.

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.

8. From the date referred to in Article 24, operators of recharging points shall ensure that all publicly accessible normal power recharging points operated by them are capable of smart recharging.

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.

Directive 2014/94/EU**Regulation Proposal***Article 5***Hydrogen supply for road transport**

~~1. Member States which decide to include hydrogen refuelling points accessible to the public in their national policy frameworks shall ensure that, by 31 December 2025, an appropriate number of such points are available, to ensure the circulation of hydrogen-powered motor vehicles, including fuel cell vehicles, within networks determined by those Member States, including, where appropriate, cross-border links.~~

~~2. Member States shall ensure that hydrogen refuelling points accessible to the public deployed or renewed as from 18 November 2017 comply with the technical specifications set out in point 2 of Annex II.~~

*Article 6***Targets for hydrogen refuelling infrastructure of road vehicles**

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.

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 comply with the obligation set out in paragraphs 1, 3, 7, 8 and 10.

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.

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.

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 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.

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.

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~~3. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 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.~~

~~It is of particular importance that the Commission follow its usual practice and carry out consultations with experts, including Member States' experts, before adopting those delegated acts.~~

~~Those delegated acts shall provide for transitional periods of at least 24 months before the technical specifications contained therein, or amendments thereof, become binding on the infrastructure to be deployed or renewed.~~

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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.

*Article 7***Hydrogen refuelling infrastructure**

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 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:

- (a) payment card readers;
- (b) devices with a contactless functionality that is at least able to read payment cards.

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.

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2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be reasonable, easily and clearly comparable, transparent and nondiscriminatory. 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.

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.

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 and other fees or charges applied by the mobility service provider.

*Article 6***Natural gas supply for transport**

1. Member States shall ensure, ~~by means of their national policy frameworks,~~ that an appropriate number of refuelling points for LNG are put in place at ~~maritime ports, to enable LNG inland waterway vessels or seagoing ships to circulate throughout the TEN-T Core Network by 31 December 2025.~~ Member States shall ~~co-operate with neighbouring Member States~~

*Article 8***LNG infrastructure for road transport vehicles**

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~~

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~~where necessary to ensure adequate coverage of the TEN-T Core Network.~~

~~2. Member States shall ensure, by means of their national policy frameworks, that an appropriate number of refuelling points for LNG are put in place at inland ports, to enable LNG inland waterway vessels or seagoing ships to circulate throughout the TEN-T Core Network by 31 December 2030. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T Core Network.~~

~~3. Member States shall designate in their national policy frameworks the maritime and inland ports that are to provide access to the refuelling points for LNG referred to in paragraphs 1 and 2, also taking into consideration actual market needs.~~

~~4. Member States shall ensure, by means of their national policy frameworks, that an appropriate number of refuelling points for LNG accessible to the public are put in place by 31 December 2025, at least along the existing TEN-T Core Network, in order to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.~~

~~5. The Commission shall assess the application of the requirement in paragraph 4 and, as appropriate, submit a proposal to amend this Directive by 31 December 2027, taking into account the LNG heavy-duty motor vehicles market, in order to ensure that an appropriate number of refuelling points for LNG accessible to the public are put in place in each Member State.~~

~~6. Member States shall ensure that an appropriate LNG distribution system is available in their territory, including loading facilities for LNG tank vehicles, in order to supply the refuelling points referred to in paragraphs 1, 2 and 4. By way of derogation, neighbouring Member States may, in the context of their national~~

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there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

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~~policy frameworks, form a pool for the purposes of fulfilling this requirement. Pooling agreements shall be the subject of the reporting obligations of the Member States under this Directive.~~

~~7. Member States shall ensure, by means of their national policy frameworks, that an appropriate number of CNG refuelling points accessible to the public are put in place by 31 December 2020, in order to ensure, in line with the sixth indent of Article 3(1), that CNG motor vehicles can circulate in urban/suburban agglomerations and other densely populated areas, and, where appropriate, within networks determined by the Member States.~~

~~8. Member States shall ensure, by means of their national policy frameworks, that an appropriate number of CNG refuelling points accessible to the public are put in place by 31 December 2025, at least along the existing TEN-T Core Network, to ensure that CNG motor vehicles can circulate throughout the Union.~~

~~9. Member States shall ensure that CNG refuelling points for motor vehicles deployed or renewed as from 18 November 2017 comply with the technical specifications set out in point 3.4 of Annex II.~~

~~10. Without prejudice to Regulation (EU) No 1025/2012, the Union shall pursue the development by the relevant European or international standardisation organisations of standards, including detailed technical specifications, for:~~

~~(a) refuelling points for LNG for maritime and inland waterway transport;~~

~~(b) refuelling points for LNG and CNG motor vehicles.~~

~~11. The Commission shall be empowered to adopt delegated acts in accordance with Article 8 to:~~

~~(a) supplement this Article and points 3.1, 3.2 and 3.4 of Annex II, in order to require compli-~~

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~~ance of the infrastructures to be deployed or renewed with the technical specifications contained in the standards to be developed pursuant to points (a) and (b) of paragraph 10 of this Article, where the relevant ESOs have recommended only one technical solution with technical specifications as described in a relevant European standard compatible with the relevant international standards, where applicable;~~

~~(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.~~

~~It is of particular importance that the Commission follow its usual practice and carry out consultations with experts, including Member States' experts, before adopting those delegated acts.~~

~~Those delegated acts shall provide for transitional periods of at least 24 months before the technical specifications contained therein, or amendments thereof, become binding on the infrastructure to be deployed or renewed.~~

~~12. In the absence of a standard containing detailed technical specifications for refuelling points for LNG for maritime and inland waterway transport, referred to in point (a) of paragraph 10, and in particular in the absence of those specifications relating to bunkering of LNG, the Commission, taking into account the work ongoing within the IMO, the CCNR, the Danube Commission and other relevant international fora, shall be empowered to adopt delegated acts in accordance with Article 8 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.~~

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~~It is of particular importance that the Commission follow its usual practice and carry out consultations with relevant groups of experts on maritime transport and on inland waterway transport, including experts from national maritime or inland navigation authorities, before adopting those delegated acts.~~

Regulation Proposal*Article 9***Targets for shore-side electricity supply in maritime ports**

1. Member States shall ensure that a minimum shore-side electricity 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:

(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;

(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;

(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 tonnes, in the previous three years, is above 25 have sufficient shore-side power output to meet at least 90% of that demand.

2. For the determination of the number of port calls the following port calls shall not be taken into account:

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(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;

(b) port calls by ships that use zero-emission technologies, as specified in Annex III of the proposal for a Regulation COM(2021)562;

(c) unscheduled port calls for reasons of safety or saving life at sea.

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

*Article 10***Targets for shore-side electricity supply in inland waterway ports**

Member States shall ensure that:

(a) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T core inland waterway ports by 1 January 2025;

(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 11***Targets for supply of LNG in maritime ports**

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

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by 1 January 2025. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T core network.

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.

*Article 12***Targets for supply of electricity to stationary aircraft**

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:

- (a) 1 January 2025, at all gates used for commercial air transport operations;
- (b) 1 January 2030, at all outfield posts used for commercial air transport operations.

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.

*Article 3***National policy frameworks**

1. Each Member State ~~shall adopt a~~ national policy framework for the development of the market as regards alternative fuels in the transport sector and the deployment of the relevant infrastructure. ~~It shall contain at least the following elements:~~

- ~~— an assessment of the current state and future development of the market as regards alternative fuels in the transport sector, including in light of their possible simultaneous and combined use, and of the development of alternative~~

Article 13

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.

That national policy framework shall contain at least the following elements:

- (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**

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fuels infrastructure, considering, where relevant, cross-border continuity,

— national targets and objectives, pursuant to Articles 4(1), 4(3), 4(5), 6(1), 6(2), 6(3), 6(4), 6(6), 6(7), 6(8) and, where applicable, Article 5(1), for the deployment of alternative fuels infrastructure. Those national targets and objectives shall be established and may be revised on the basis of an assessment of national, regional or Union-wide demand, while ensuring compliance with the minimum infrastructure requirements set out in this Directive,

— measures necessary to ensure that the national targets and the objectives contained in the national policy framework are reached,

— measures that can promote the deployment of alternative fuels infrastructure in public transport services,

— designation of the urban/suburban agglomerations, of other densely populated areas and of networks which, subject to market needs, are to be equipped with recharging points accessible to the public in accordance with Article 4(1),

— designation of the urban/suburban agglomerations, of other densely populated areas and of networks which, subject to market needs, are to be equipped with CNG refuelling points in accordance with Article 6(7),

— an assessment of the need to install refuelling points for LNG in ports outside the TEN-T Core Network,

— consideration of the need to install electricity supply at airports for use by stationary airplanes.

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fuels infrastructure and, where relevant, cross-border continuity;

(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;

(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;

(d) policies and measures necessary to ensure that the mandatory targets and objectives referred to in points (b) and (c) of this paragraph are reached;

(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;

(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;

(g) measures to promote alternative fuels infrastructure in urban nodes, in particular with respect to publicly accessible recharging points;

(h) measures to promote a sufficient number of publicly accessible high power recharging points;

(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;

(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

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with the accessibility requirements of Annex I and Annex III of Directive 2019/882;

(k) measures to remove possible obstacles with regards to planning, permitting and procuring of alternative fuels infrastructure;

(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;

(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;

(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 particular for hydrogen, ammonia and electricity;

(o) a deployment plan for alternative fuels in inland waterway transport, in particular for both hydrogen and electricity;

(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.

2. Member States shall ensure that 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.

3. National policy frameworks ~~shall~~ take into account, as appropriate, the interests of regional and local authorities, 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 the stakeholders concerned.

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 Directive are coherent and coordinated.

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**

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5. Support measures for alternative fuels infrastructure shall ~~be implemented in compliance with the~~ State aid rules ~~contained in~~ the TFEU.

6. ~~National policy frameworks shall be in line with the Union's environmental and climate protection legislation in force.~~

7. ~~Member States shall notify their national policy frameworks to the Commission by 18 November 2016.~~

8. ~~Based on the national policy frameworks, the Commission shall publish and regularly update information on the national targets and the objectives submitted by each Member State regarding:~~

~~— the 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 applicable, information regarding the following shall also be published:~~

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to use alternative fuels and deployment of corresponding infrastructure in waterborne transport. The Commission shall assist the Member States in the cooperation process.

5. Support measures for alternative fuels infrastructure shall **comply with the relevant** State aid rules **of** the TFEU.

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.

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:

(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;

(b) policies and measures relating to Member States' objectives and targets.

8. Each Member State shall take due account of any recommendations from the Commission in its national policy framework. If the Member State concerned does not address a recommendation or a substantial part thereof, that Member State shall provide a written explanation to the Commission.

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~~— hydrogen refuelling points accessible to the public,~~
~~— infrastructure for shore side electricity supply in maritime and inland ports,~~
~~— infrastructure for electricity supply for stationary airplanes.~~

~~9. The Commission shall assist Member States in the reporting on the national policy frameworks by means of the guidelines referred to in Article 10(4), shall assess the coherence of the national policy frameworks at Union level and shall assist Member States in the cooperation process provided for in paragraph 4 of this Article.~~

9. By 1 January 2025, each Member State shall notify to the Commission its final national policy framework.

*Article ~~10~~**Article ~~14~~***Reporting ~~and review~~****Reporting**

1. Each Member State shall submit to the Commission a report on the implementation of its national policy framework ~~by 18 November 2019~~, and every three years thereafter. ~~Those~~ 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 ~~3(1)~~.

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.

~~2. By 18 November 2017, the Commission shall submit to the European Parliament and to the Council a report on the assessment of the national policy frameworks and their coherence at Union level, including an evaluation of the level of attainment of the national targets and objectives referred to in Article 3(1).~~

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**.

~~3. The Commission shall submit a report on the application of this Directive to the European Parliament and to the Council every three years with effect from 18 November 2020.~~

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

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~~The Commission report shall contain the following elements:~~

~~— an assessment of the actions taken by Member States,~~

~~— an assessment of the effects of this Directive on the development of the market as regards alternative fuels infrastructure and its contribution to the market of alternative fuels for transport, as well as its impact on the economy and the environment,~~

~~— information on technical progress and the development of the market as regards alternative fuels in the transport sector and of the relevant infrastructure covered by this Directive and of any other alternative fuel.~~

~~The Commission may outline examples of best practices and make appropriate recommendations.~~

~~The Commission report shall also assess the requirements and the dates set out in this Directive in respect of the infrastructure build-up and implementation of specifications, taking into account the technical, economic and market developments of the respective alternative fuels, accompanied if appropriate by a legislative proposal.~~

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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 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.

4. On the basis of input from 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.

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4. The Commission shall adopt ~~guidelines~~ concerning ~~the reporting~~ by the Member States ~~of the elements listed in Annex I.~~

5. By 31 December 2020, the Commission shall ~~review the implementation of this Directive, and, as appropriate, submit a proposal to amend it by laying down new common technical specifications for alternative fuels infrastructure within the scope of this Directive.~~

6. ~~By 31 December 2018, the Commission shall, if it considers it appropriate, adopt an Action Plan for the implementation of the strategy set out in the Communication entitled ‘Clean Power for Transport: A European alternative fuels strategy’ in order to achieve the broadest possible use of alternative fuels for transport, while ensuring technological neutrality, and to promote sustainable electric mobility throughout the Union. To that end, it may take into account individual market needs and developments in the Member States.~~

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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.** The Commission may adopt guidance and templates to facilitate the effective application across the Union of any other provisions of this Regulation.

*Article 15***Review of national policy frameworks and progress reports**

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).

2. The Commission shall assess the progress reports submitted by Member States pursuant to

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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 update of their progress report within six months following the Commission's recommendations.

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:

- (a) the progress made at Member States level on the achievement of the targets and objectives;
- (b) the coherence of the development at Union level.

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:

- (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;
- (b) the number of publicly accessible hydrogen refuelling points;
- (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;
- (d) the infrastructure for electricity supply for stationary aircraft in airports of the TEN-T core network and the TEN-T comprehensive network;

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(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;

(f) the number of publicly accessible refuelling points for LNG for motor vehicles;

(g) the number of publicly accessible CNG refuelling points for motor vehicles;

(h) refuelling and recharging points for other alternative fuels at TEN-T core and comprehensive maritime and inland ports;

(i) refuelling and recharging points for other alternative fuels at airports of the TEN-T core network and the TEN-T comprehensive network;

(j) refuelling and recharging points for rail transport.

*Article 16***Progress tracking**

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.

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 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

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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.

*Article 7**Article 17***User information**

1. ~~Without prejudice to Directive 2009/30/EC, Member States shall ensure that~~ relevant, consistent and clear information ~~is~~ made available as regards ~~those~~ motor vehicles which can be regularly fuelled with individual fuels placed on the market, or recharged by recharging points. ~~Such~~ 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.

2. ~~The supply of information~~ referred to in paragraph 1 ~~shall be based on the labelling provisions regarding fuel compliance under standards of the ESOs setting the technical specifications of fuels~~. 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:

- (a) on corresponding pumps and their nozzles at all refuelling points, as from the date on which fuels are placed on the market;
- (b) ~~on or~~ in the immediate proximity of all fuel tanks' filling caps of motor vehicles recommended and compatible with that fuel and in

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.

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:

- (a) on corresponding pumps and their nozzles at all refuelling points, as from the date on which fuels are placed on the market; **or**
- (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.

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motor vehicle manuals, when such motor vehicles are placed on the market after 18 November 2016.

3. ~~Where appropriate, and in particular for natural gas and hydrogen,~~ when fuel prices are displayed at a fuel station, a comparison between the relevant unit prices shall be displayed for information purposes. ~~The display of this information shall not mislead or confuse the user.~~

~~In order to increase consumer awareness and provide for fuel price transparency in a consistent way across the Union, the Commission shall be empowered to adopt, by means of implementing acts, a common methodology for alternative fuels unit price comparison.~~

4. Where ~~ESO~~ 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 ~~Directive~~, the Commission may, for the purposes of the uniform implementation of paragraphs 1 and 2, mandate ESOs to develop compatibility labelling specifications, ~~or may~~ 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, in more than one Member State.

5. ~~If labelling~~ provisions of the respective ~~ESO~~ standards are updated, ~~if~~ implementing acts regarding the labelling are adopted or if new ~~ESO~~ standards for alternative fuels are developed as necessary, the corresponding ~~labelling~~ requirements shall apply to all refuelling and recharging points and motor vehicles registered on the territory of the Member States as of 24 months after their respective updating or adoption.

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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.**

4. Where **European S** 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:

(a) mandate ESOs to develop compatibility labelling specifications,

(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, in more than one Member State.

5. **Where** provisions **on labelling** of the respective **European S** standards are updated, implementing acts regarding the labelling are adopted or new **European S** 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.

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~~6. The implementing acts referred to in this Article shall be adopted in accordance with the examination procedure referred to in Article 9(2).~~

~~7. Member States shall ensure that, when available, the data indicating the geographic location of the refuelling and recharging points accessible to the public of alternative fuels covered by this Directive are accessible on an open and non-discriminatory basis to all users. For recharging points, such data, when available, may include information on real-time accessibility as well as historical and real-time charging information.~~

Regulation Proposal*Article 18***Data provisions**

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, at the latest one year after the date referred to in Article 24.

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:

(a) static data for publicly accessible recharging and refuelling points operated by them:

(i) geographic location of the recharging or refuelling point,

(ii) number of connectors,

(iii) number of parking spaces for people with disabilities,

(iv) contact information of the owner and operator of the recharging and refuelling station.

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(b) further static data for publicly accessible recharging points operated by them:

(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,

(ii) type of connector,

(iii) type of current (AC/DC), (iv) power output (kW),

(c) dynamic data for all recharging and refuelling points operated by them:

(i) operational status (operational/out of order),

(ii) availability (in use/ not in use),

(iii) ad hoc price.

3. Member States shall ensure the accessibility of data on an open and nondiscriminatory basis to all stakeholders through their National Access Point in application of Directive 2010/40/EU of the European Parliament and the Council;

4. The Commission shall be empowered to adopt delegated acts in accordance with Article 17 to:

(a) add additional data types to the ones specified in paragraph 2;

(b) specify elements related to the data format, frequency and quality in which these data shall be made available;

(c) establish detailed procedures enabling the provision and exchange of data required pursuant to paragraph 2.

*Article 19***Common technical specifications**

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.

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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.

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.

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.

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.

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.

7. The Commission shall be empowered to adopt delegated acts in accordance with

Article 17 to:

(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;

(b) amend Annex II by updating the references to the standards referred to in

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the technical specifications set out in that Annex.

*Article 8**Article 20***Exercise of the delegation**

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
 2. The power to adopt delegated acts referred to in Articles 4, 5 and 6 shall be conferred on the Commission for a period of five years from 17 November 2014. 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.
 3. The delegation of power referred in Articles 4, 5 and 6 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.
 4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
 5. A delegated act adopted pursuant to Articles 4, 5 and 6 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.
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.
 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.
 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.

Directive 2014/94/EU**Regulation Proposal***Article 9**Article 21***Committee procedure**

1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.
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.
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.

*Article 22***Review**

By 31 December 2026, the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it.

Article 23

1. Repeal Directive 2014/94/EU is repealed from the date referred to in Article 24.
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 11***Transposition**

- ~~1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 18 November 2016. They shall forthwith inform the Commission thereof.~~
- ~~2. 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.~~
- ~~3. Member States shall communicate to the Commission the text of the main provisions of~~

Directive 2014/94/EU

~~national law which they adopt in the field covered by this Directive.~~

Article ~~12~~

Entry into force

This **Directive** shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

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*Article **24***

This **Regulation** shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

V. Amendments to Regulation (EU) 2019/631

Regulation (EU) 2019/631

Proposal

Article 1

Subject matter and objectives

1. This Regulation establishes CO₂ emissions performance requirements for new passenger cars and for new light commercial vehicles in order to contribute to achieving the Union's target of reducing its greenhouse gas emissions, as laid down in Regulation (EU) 2018/842, and the objectives of the Paris Agreement and to ensure the proper functioning of the internal market.
2. From 1 January 2020, this Regulation sets an EU fleet-wide target of 95 g CO₂/km for the average emissions of new passenger cars and an EU fleet-wide target of 147 g CO₂/km for the average emissions of new light commercial vehicles registered in the Union, as measured until 31 December 2020 in accordance with Regulation (EC) No 692/2008 together with Implementing Regulations (EU) 2017/1152 and (EU) 2017/1153, and from 1 January 2021 measured in accordance with Regulation (EU) 2017/1151.
3. This Regulation will, until 31 December 2024, be complemented by additional measures corresponding to a reduction of 10 g CO₂/km as part of the Union's integrated approach referred to in the Commission's communication of 7 February 2007 entitled 'Results of the review of the Community Strategy to reduce CO₂ emissions from passenger cars and light-commercial vehicles'.
4. From 1 January 2025, the following EU fleet-wide targets shall apply:
 - (a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I;
 - (b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part B of Annex I.
5. From 1 January 2030, the following EU fleet-wide targets shall apply:
 - (a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **37,5 %** reduction of the target in 2021 determined in accordance with point 6.1.2 of Part A of Annex I;
 - (b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **31 %** reduction of the target in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.

5. From 1 January 2030, the following EU fleet-wide targets shall apply:

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **55 %** reduction of the target in 2021 determined in accordance with point 6.1.2 of Part A of Annex I;

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **50 %** reduction of the target in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.

5a. From 1 January 2035, the following EU fleet-wide targets shall apply:

(a) for the average emissions of the new passenger car fleet, an EU fleetwide target equal to a

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100 % reduction of the target in 2021 determined
in accordance with Part A, point 6.1.3, of Annex I;
(b) for the average emissions of the new light commercial vehicles fleet, an
EU fleet-wide target equal to a 100 % reduction of the target in 2021
determined in accordance with Part B, point 6.1.3, of Annex I.

6. From 1 January 2025, a zero- and low-emission vehicles' benchmark equal to a 15 % share of the respective fleets of new passenger cars and new light commercial vehicles shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively.

6. From 1 January 2025 to 31 December 2029, a zero- and low-emission vehicles' benchmark equal to a 15 % share of the respective fleets of new passenger cars and new light commercial vehicles shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively.

~~7. From 1 January 2030, the following zero- and low emission vehicles' benchmarks shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively:~~

~~(a) a benchmark equal to a 35 % share of the fleet of new passenger cars; and~~

~~(b) a benchmark equal to a 30 % share of the fleet of new light commercial vehicles.~~

Article 2**Scope**

1. This Regulation shall apply to the following motor vehicles:

(a) category M1 as defined in ~~Annex II to Directive 2007/46/EC~~ ('passenger cars') which are registered in the Union for the first time and which have not previously been registered outside the Union ('new passenger cars');

(b) category N1 as defined in ~~Annex II to Directive 2007/46/EC with a reference mass not exceeding 2 610 kg, and vehicles of category N1 to which type approval is extended in accordance with Article 2(2)~~ of Regulation (EC)

1. This Regulation shall apply to the following motor vehicles:

(a) category M1 as defined in **Article 4(1), point (a)(i), of Regulation (EU) 2018/858** ('passenger cars') which are registered in the Union for the first time and which have not previously been registered outside the Union ('new passenger cars');

(b) category N1 as defined in **Article 4(1), point (b)(i), of Regulation (EU) 2018/858 and falling within the scope** of Regulation (EC) No 715/2007 ('light commercial vehicles'), which are registered in the Union for the first time and

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No 715/2007 ('light commercial vehicles'), which are registered in the Union for the first time and which have not previously been registered outside the Union ('new light commercial vehicles'). In the case of zero-emission vehicles of category N with a reference mass exceeding 2 610 kg or 2 840 kg, as the case may be, they shall, from 1 January 2025, for the purposes of this Regulation and without prejudice to ~~Directive 2007/46/EC~~ and Regulation (EC) No 715/2007, be counted as light commercial vehicles falling within the scope of this Regulation if the excess reference mass is due only to the mass of the energy storage system.

2. A previous registration outside the Union made less than three months before registration in the Union shall not be taken into account.

3. This Regulation shall not apply to special purpose vehicles as defined in ~~point 5 of Part A of Annex II to Directive 2007/46/EC~~.

4. Article 4, points (b) and (c) of Article 7(4), Article 8 and points (a) and (c) of Article 9(1) shall not apply to a manufacturer which, together with all of its connected undertakings, is responsible for fewer than 1 000 new passenger cars or for fewer than 1 000 new light commercial vehicles registered in the Union in the previous calendar year, unless that manufacturer applies for and is granted a derogation in accordance with Article 10.

*Article 3***Definitions**

1. For the purposes of this Regulation, the following definitions apply:

(a) 'average specific emissions of CO₂' means, in relation to a manufacturer, the average of the specific emissions of CO₂ of all new passenger cars or of all new light commercial vehicles of which it is the manufacturer;

~~(b) 'certificate of conformity' means the certificate of conformity referred to in Article 18 of Directive 2007/46/EC;~~

~~(c) 'completed vehicle' means a light commercial vehicle where type approval is granted following completion of a process of multi-stage type approval in accordance with Directive 2007/46/EC;~~

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which have not previously been registered outside the Union ('new light commercial vehicles'); in the case of zero-emission vehicles of category N with a reference mass exceeding 2 610 kg or 2 840 kg, as the case may be, they shall, from 1 January 2025, for the purposes of this Regulation and without prejudice to **Regulation (EU) 2018/858** and Regulation (EC) No 715/2007, be counted as light commercial vehicles falling within the scope of this Regulation if the excess reference mass is due only to the mass of the energy storage system.

3. This Regulation shall not apply to special purpose vehicles as defined in **Part A, point 5, of Annex I to Regulation (EU) 2018/858**.

1. For the purposes of this Regulation, the **definitions in Regulation (EU) 2018/858 shall apply. The following definitions shall also apply:**

(a) 'average specific emissions of CO₂' means, in relation to a manufacturer, the average of the specific emissions of CO₂ of all new passenger cars or of all new light commercial vehicles of which it is the manufacturer;

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~~(d) 'complete vehicle' means any light commercial vehicle which does not need to be completed in order to meet the relevant technical requirements of Directive 2007/46/EC;~~

~~(e) 'base vehicle' means any light commercial vehicle which is used at the initial stage of a multi-stage type approval process;~~

~~(f) 'manufacturer' means the person or body responsible to the approval authority for all aspects of the EC type approval procedure in accordance with Directive 2007/46/EC and for ensuring conformity of production;~~

~~(g) 'mass in running order' or 'M' means the mass of the passenger car or light commercial vehicle with bodywork in running order as stated in the certificate of conformity and defined in point 2.6 of Annex I to Directive 2007/46/EC;~~

(h) 'specific emissions of CO₂' means the CO₂ emissions of a passenger car or a light commercial vehicle measured in accordance with Regulation (EC) No 715/2007 and its implementing Regulations and specified as the CO₂ mass emissions (combined) in the certificate of conformity of the vehicle. For passenger cars or light commercial vehicles which are not type-approved in accordance with Regulation (EC) No 715/2007, 'specific emissions of CO₂' means the CO₂ emissions measured pursuant to Regulation (EC) No 715/2007, notably in accordance with the same measurement procedure as specified in Regulation (EC) No 692/2008 until 31 December 2020, and from 1 January 2021 in Regulation (EU) 2017/1151, or in accordance with procedures adopted by the Commission to establish the CO₂ emissions for such vehicles;

~~(i) 'footprint' means the average track width multiplied by the wheelbase as stated in the certificate of conformity and defined in points 2.1 and 2.3 of Annex I to Directive 2007/46/EC;~~

(j) 'specific emissions target' means, in relation to a manufacturer, the annual target determined in accordance with Annex I or, if the manufacturer is granted a derogation in accordance with Article 10, the specific emissions target determined according to that derogation;

(k) 'EU fleet-wide target' means the average CO₂ emissions of all new passenger cars or all new light commercial vehicles to be achieved in a given period;

(l) 'test mass' or 'TM' means the test mass of a passenger car or light commercial vehicle as stated in the certificate of conformity and as defined in point 3.2.25 of Annex XXI to Regulation (EU) 2017/1151;

(m) 'zero- and low-emission vehicle' means a passenger car or a light commercial vehicle with tailpipe emissions from zero up to 50 g CO₂/km, as determined in accordance with Regulation (EU) 2017/1151;

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~~(n) ‘payload’ means the difference between the technically permissible maximum laden mass pursuant to Annex II to Directive 2007/46/EC and the mass of the vehicle.~~

2. For the purposes of this Regulation, ‘a group of connected manufacturers’ means a manufacturer and its connected undertakings. In relation to a manufacturer, ‘connected undertakings’ means:

- (a) undertakings in which the manufacturer has, directly or indirectly:
 - (i) the power to exercise more than half the voting rights; or
 - (ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or
 - (iii) the right to manage the undertaking's affairs;
- (b) undertakings which directly or indirectly have, over the manufacturer, the rights or powers referred to in point (a);
- (c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights or powers referred to in point (a);
- (d) undertakings in which the manufacturer together with one or more of the undertakings referred to in point (a), (b) or (c), or in which two or more of the latter undertakings, jointly have the rights or powers referred to in point (a);
- (e) undertakings in which the rights or the powers referred to in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.

*Article 4***Specific emissions targets**

1. The manufacturer shall ensure that its average specific emissions of CO₂ do not exceed the following specific emissions targets:

- (a) for the calendar year 2020, the specific emissions target determined in accordance with points 1 and 2 of Part A of Annex I in the case of passenger cars, or points 1 and 2 of Part B of Annex I in the case of light commercial vehicles, or where a manufacturer is granted a derogation under Article 10, in accordance with that derogation;
- (b) for each calendar year from 2021 until 2024, the specific emissions targets determined in accordance with points 3 and 4 of Part A or B of Annex I, as appropriate, or, where a manufacturer is granted a derogation under Article 10, in accordance with that derogation and point 5 of Part A or B of Annex I;
- (c) for each calendar year, starting from 2025, the specific emissions targets determined in accordance with point 6.3 of Part A or B of Annex I, or, where a manufacturer is granted a derogation under Article 10, in accordance with that derogation.

For the purposes of point (c), where the specific emission target determined in accordance with Part A, point 6.3., of Annex I or Part B, point

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6.3., of Annex I is negative, the specific emission target shall be 0 g/km.

2. In the case of light commercial vehicles, where the specific emissions of CO₂ of the completed vehicle are not available, the manufacturer of the base vehicle shall use the specific emissions of CO₂ of the base vehicle for determining its average specific emissions of CO₂.

3. For the purposes of determining each manufacturer's average specific emissions of CO₂, the following percentages of each manufacturer's new passenger cars registered in the relevant year shall be taken into account:

- 95 % in 2020,
- 100 % from 2021 onwards.

*Article 5***Super-credits**

In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 50 g CO₂/km shall be counted as:

- 2 passenger cars in 2020,
- 1,67 passenger cars in 2021,
- 1,33 passenger cars in 2022,
- 1 passenger car from 2023,

for the year in which it is registered in the period from 2020 to 2022, subject to a cap of 7,5 g CO₂/km over that period for each manufacturer, as calculated in accordance with Article 5 of Implementing Regulation (EU) 2017/1153.

*Article 6***Pooling**

1. Manufacturers, other than manufacturers which have been granted a derogation under Article 10, may form a pool for the purposes of meeting their obligations under Article 4.

2. An agreement to form a pool may relate to one or more calendar years, provided that the overall duration of each agreement does not exceed five calendar years, and must be entered into on or before 31 December in the first calendar year for which emissions are to be pooled. Manufacturers which form a pool shall file the following information with the Commission:

- (a) the manufacturers who will be included in the pool;
- (b) the manufacturer nominated as the pool manager who will be the contact point for the pool and will be responsible for paying any excess emissions premium imposed on the pool in accordance with Article 8;
- (c) evidence that the pool manager will be able to fulfil the obligations under point (b);
- (d) the category of vehicles registered as M1 or N1, for which the pool shall apply.

3. Where the proposed pool manager fails to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8, the Commission shall notify the manufacturers.

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4. Manufacturers included in a pool shall jointly inform the Commission of any change of pool manager or of its financial status, in so far as this may affect its ability to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8, and of any changes to the membership of the pool or the dissolution of the pool.

5. Manufacturers may enter into pooling arrangements provided that their agreements comply with Articles 101 and 102 TFEU and that they allow open, transparent and non-discriminatory participation on commercially reasonable terms by any manufacturer requesting membership of the pool. Without prejudice to the general applicability of Union competition rules to such pools, all members of a pool shall in particular ensure that neither data sharing nor information exchange may occur in the context of their pooling arrangement, except in respect of the following information:

- (a) the average specific emissions of CO₂;
- (b) the specific emissions target;
- (c) the total number of vehicles registered.

6. Paragraph 5 shall not apply where all the manufacturers included in the pool are part of the same group of connected manufacturers.

7. Except where notification is given under paragraph 3 of this Article, the manufacturers in a pool in respect of which information is filed with the Commission shall be considered as one manufacturer for the purposes of meeting their obligations under Article 4. Monitoring and reporting information in respect of individual manufacturers as well as any pools will be recorded, reported and made available in the central register referred to in Article 7(4).

8. The Commission may specify, by means of implementing acts, the detailed conditions that shall apply for a pooling arrangement set up pursuant to paragraph 5 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

*Article 7***Monitoring and reporting of average emissions**

1. For each calendar year, each Member State shall record information for each new passenger car and each new light commercial vehicle registered in its territory in accordance with Parts A of Annexes II and III to this Regulation. That information shall be made available to the manufacturers and their designated importers or representatives in each Member State. Member States shall make every effort to ensure that reporting bodies operate in a transparent manner. Each Member State shall ensure that the specific emissions of CO₂ of passenger cars which are not type-approved in accordance with Regulation (EC) No 715/2007 are measured and recorded in the certificate of conformity.

2. By 28 February of each year, each Member State shall determine and transmit to the Commission the information listed in Parts A of Annexes II and III in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part B of Annex II and Part C of Annex III.

3. On request from the Commission, a Member State shall also transmit the full set of data collected pursuant to paragraph 1.

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4. The Commission shall keep a central register of the data reported by Member States under this Article, and by 30 June of each year, shall provisionally calculate the following for each manufacturer:

- (a) the average specific emissions of CO₂ in the preceding calendar year;
- (b) the specific emissions target in the preceding calendar year;
- (c) the difference between its average specific emissions of CO₂ in the preceding calendar year and its specific emissions target for that year.

The Commission shall notify each manufacturer of its provisional calculation for that manufacturer. The notification shall include data for each Member State on the number of new passenger cars and of new light commercial vehicles registered and their specific emissions of CO₂.

The register shall be publicly available.

5. Manufacturers may, within three months of being notified of the provisional calculation under paragraph 4, notify the Commission of any errors in the data, specifying the Member State in which they consider that the error occurred.

The Commission shall consider any notifications from manufacturers and shall, by 31 October, either confirm or amend the provisional calculations under paragraph 4.

6. Member States shall designate a competent authority for the collection and communication of the monitoring data in accordance with this Regulation and shall inform the Commission of the competent authority designated.

The designated competent authorities shall ensure the correctness and completeness of the data transmitted to the Commission, and shall provide a contact point that is to be available to respond quickly to requests from the Commission to address errors and omissions in the transmitted datasets.

6a. Where the Commission finds that the provisional data submitted by Member States in accordance with paragraph 2, or the data notified by the manufacturers in accordance with paragraph 5, is based on incorrect data in the type approval documentation or in the certificates of conformity, the Commission shall inform the type approval authority or, where applicable, the manufacturer and request the type approval authority or, where applicable, the manufacturer to issue a statement of correction specifying the corrected data. The statement of correction shall be transmitted to the Commission and the corrected data shall be used to amend the provisional calculations under paragraph 4.

7. The Commission shall adopt, by means of implementing acts, detailed rules on the procedures for monitoring and reporting of data under paragraphs 1 to 6 of this Article, and on the application of Annexes II and III. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

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8. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend the data requirements and data parameters set out in Annexes II and III.

9. Type-approval authorities shall without delay report to the Commission deviations found in the CO₂ emissions of vehicles in-service as compared to the specific emissions of CO₂ indicated in the certificates of conformity as a result of verifications performed in accordance with Article 13.

The Commission shall take those deviations into account for the purpose of calculating the average specific emissions of CO₂ of a manufacturer.

The Commission shall adopt, by means of implementing acts, detailed rules on the procedures for reporting such deviations and for taking them into account in the calculation of the average specific emissions of CO₂. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

10. The Commission shall no later than 2023 evaluate the possibility of developing a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of passenger cars and light commercial vehicles that are placed on the Union market. The Commission shall transmit to the European Parliament and to the Council that evaluation, including, where appropriate, proposals for follow-up measures, such as legislative proposals.

~~11. Member States shall also collect and report data, in accordance with this Article, on registrations of vehicles in categories M2 and N2, as defined in Annex II to Directive 2007/46/EC, with a reference mass not exceeding 2 610 kg, and vehicles to which type approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007.~~

*Article 8***Excess emissions premium**

1. In respect of each calendar year, the Commission shall impose an excess emissions premium on a manufacturer or pool manager, as appropriate, where a manufacturer's average specific emissions of CO₂ exceed its specific emissions target.

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

$(\text{Excess emissions} \times \text{EUR } 95) \times \text{number of newly registered vehicles.}$

For the purposes of this Article, the following definitions shall apply:

— ‘excess emissions’ means the positive number of grams per kilometre by which a manufacturer's average specific emissions of CO₂, taking into account CO₂ emissions reductions due to innovative technologies approved in accordance with Article 11, exceeded its specific emissions target in the calendar year or part thereof to which the obligation under Article 4 applies, rounded to the nearest three decimal places, and

— ‘number of newly registered vehicles’ means the number of new passenger cars or new light commercial vehicles counted separately of which it is the manufacturer and which were registered in that period according to the phase-in criteria as set out in Article 4(3).

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3. The Commission shall determine, by means of implementing acts, the means for collecting excess emissions premiums imposed under paragraph 1 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).
4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union.

*Article 9***Publication of performance of manufacturers**

1. By 31 October of each year, the Commission shall publish, by means of implementing acts, a list indicating:
 - (a) for each manufacturer, its specific emissions target for the preceding calendar year;
 - (b) for each manufacturer, its average specific emissions of CO₂ in the preceding calendar year;
 - (c) the difference between the manufacturer's average specific emissions of CO₂ in the preceding calendar year and its specific emissions target in that year;
 - (d) the average specific emissions of CO₂ for all new passenger cars and new light commercial vehicles registered in the Union in the previous calendar year;
 - (e) the average mass in running order for all new passenger cars and new light commercial vehicles registered in the Union in the preceding calendar year until 31 December 2020;
 - (f) the average test mass of all new passenger cars and new light commercial vehicles registered in the Union in the preceding calendar year.
2. The list published under paragraph 1 of this Article shall also indicate whether the manufacturer has complied with the requirements of Article 4 with respect to the preceding calendar year.
3. The list referred to in paragraph 1 of this Article shall, for the publication by 31 October 2022, also indicate the following:
 - (a) the 2025 and 2030 EU fleet-wide targets referred to in Article 1(4) and (5), respectively, calculated by the Commission in accordance with points 6.1.1 and 6.1.2 of Parts A and B of Annex I;
 - (b) the values for a2021, a2025 and a2030 calculated by the Commission in accordance with points 6.2 of Parts A and B of Annex I.

*Article 10***Derogations for certain manufacturers**

1. An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer of fewer than 10 000 new passenger cars or 22 000 new light commercial vehicles registered in the Union per calendar year, and which:
 - (a) is not part of a group of connected manufacturers; or
 - (b) is part of a group of connected manufacturers that is responsible in total for fewer than 10 000 new passenger cars or 22 000 new light commercial vehicles registered in the Union per calendar year; or
 - (c) is part of a group of connected manufacturers but operates its own production facilities and design centre.

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2. A derogation applied for under paragraph 1 may be granted ~~for a maximum period of five calendar years, which is renewable~~. An application shall be made to the Commission and shall include:

- (a) the name of, and contact person for, the manufacturer;
- (b) evidence that the manufacturer is eligible for a derogation under paragraph 1;
- (c) details of the passenger cars or light commercial vehicles which it manufactures including the test mass and specific emissions of CO₂ of those passenger cars or light commercial vehicles; and
- (d) a specific emissions target consistent with its reduction potential, including the economic and technological potential to reduce its specific emissions of CO₂ and taking into account the characteristics of the market for the type of passenger car or light commercial vehicle manufactured.

3. Where the Commission considers that the manufacturer is eligible for a derogation applied for under paragraph 1 and is satisfied that the specific emissions target proposed by the manufacturer is consistent with its reduction potential, including the economic and technological potential to reduce its specific emissions of CO₂, and taking into account the characteristics of the market for the type of passenger car or light commercial vehicle manufactured, the Commission shall grant a derogation to the manufacturer.

The application shall be submitted at the latest by 31 October of the first year in which the derogation shall apply.

4. An application for a derogation from the specific emissions target calculated in accordance with points 1 to 4 and 6.3 of Part A of Annex I may be made by a manufacturer which is responsible, together with all of its connected undertakings, for between 10 000 and 300 000 new passenger cars registered in the Union per calendar year.

Such application may be made by a manufacturer in respect of itself or in respect of itself together with any of its connected undertakings. An application shall be made to the Commission and shall include:

- (a) all of the information referred to in points (a) and (c) of paragraph 2, including, where relevant, information about any connected undertakings;
- (b) in relation to applications referring to points 1 to 4 of Part A of Annex I, a target which is a 45 % reduction on the average specific emissions of CO₂ in 2007 or, where a single application is made in respect of a number of connected undertakings, a 45 % reduction on the average of those undertakings' average specific emissions of CO₂ in 2007;
- (c) in relation to applications referring to point 6.3 of Part A of Annex I to this Regulation, a target applicable in the calendar years 2025 to 2028 which is the reduction specified in point (a) of Article 1(4) of this Regulation on the target calculated in accordance with point (b) of this paragraph taking into account the CO₂ emissions measured pursuant to Regulation (EU) 2017/1151.

Where information on a manufacturer's average specific emissions of CO₂ does not exist for the year 2007, the Commission shall determine an equivalent reduction target based upon the best available CO₂ emissions reduction technologies deployed in passenger cars of comparable mass and taking into account the characteristics of the market for the type of car manufactured. That target shall be used by the applicant for the purposes of point (b) of the second subparagraph.

2. A derogation applied for under paragraph 1 may be granted **from the specific emission targets applicable until and including calendar year 2029**. An application shall be made to the Commission and shall include:

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The Commission shall grant a derogation to the manufacturer where it is demonstrated that the criteria for the derogation referred to in this paragraph have been met.

5. A manufacturer which is subject to a derogation in accordance with this Article shall notify the Commission immediately of any change which affects or may affect its eligibility for a derogation.

6. Where the Commission considers, whether on the basis of a notification under paragraph 5 or otherwise, that a manufacturer is no longer eligible for the derogation, it shall revoke the derogation with effect from 1 January of the next calendar year and shall notify the manufacturer thereof.

7. Where the manufacturer does not attain its specific emissions target, the Commission shall impose the excess emissions premium on the manufacturer, as set out in Article 8.

8. The Commission is empowered to adopt delegated acts in accordance with Article 17 laying down rules to supplement paragraphs 1 to 7 of this Article, as regards the interpretation of the eligibility criteria for derogations, the content of the applications, and the content and assessment of programmes for the reduction of specific emissions of CO₂.

The Commission is also empowered to adopt delegated acts in accordance with Article 17 to amend Part A of Annex I for the purpose of setting out the calculation formulae of the derogation targets referred to in point (c) of the second subparagraph of paragraph 4 of this Article.

9. Applications for a derogation, including the information supporting it, notifications under paragraph 5, revocations under paragraph 6, any imposition of an excess emissions premium under paragraph 7 and measures adopted pursuant to paragraph 8, shall be made publicly available, subject to Regulation (EC) No 1049/2001 of the European Parliament and of the Council.

*Article 11***Eco-innovation**

1. Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies or a combination of innovative technologies ('innovative technology packages') shall be considered.

Such technologies shall be taken into consideration only if the methodology used to assess them is capable of producing verifiable, repeatable and comparable results.

The total contribution of those technologies to reducing the average specific emissions of CO₂ of a manufacturer may be up to 7 g CO₂/km.

The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend this Regulation by adjusting the cap referred to in the third subparagraph of this paragraph with effect from 2025 onwards to take into account technological developments while ensuring a balanced proportion of the level of that cap in relation to the average specific emissions of CO₂ of manufacturers.

2. The Commission shall adopt, by means of implementing acts, detailed provisions for a procedure to approve the innovative technologies or innovative technology packages referred to in paragraph 1 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2). Those detailed provisions shall be based on the following criteria for innovative technologies:

(a) the supplier or manufacturer must be accountable for the CO₂ savings achieved through the use of the innovative technologies;

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- (b) the innovative technologies must make a verified contribution to CO₂ reduction;
- (c) the innovative technologies must not be covered by the standard test cycle CO₂ measurement;
- (d) the innovative technologies must not:
 - (i) be covered by mandatory provisions due to complementary additional measures complying with the 10 g CO₂/km reduction referred to in Article 1(3); or
 - (ii) be mandatory under other provisions of Union law.

With effect from 1 January 2025, the criterion referred to in point (d)(i) of the first subparagraph shall not apply with regard to efficiency improvements for air conditioning systems.

3. A supplier or a manufacturer that applies for a measure to be approved as an innovative technology or innovative technology package shall submit a report, including a verification report undertaken by an independent and certified body, to the Commission. In the event of a possible interaction of the measure with another innovative technology or innovative technology package already approved, that report shall mention that interaction and the verification report shall evaluate to what extent that interaction modifies the reduction achieved by each measure.

4. The Commission shall attest the reduction achieved on the basis of the criteria set out in paragraph 2.

*Article 12***Real-world CO₂ emissions and fuel or energy consumption**

1. The Commission shall monitor and assess the real-world representativeness of the CO₂ emissions and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007.

Furthermore, the Commission shall regularly collect data on the real-world CO₂ emissions and fuel or energy consumption of passenger cars and light commercial vehicles using on-board fuel and/or energy consumption monitoring devices, starting with new passenger cars and new light commercial vehicles registered in 2021.

The Commission shall ensure that the public is informed of how that real-world representativeness evolves over time.

2. For the purpose referred to in paragraph 1, starting from 1 January 2021, the Commission shall ensure that the following parameters relating to real-world CO₂ emissions and fuel or energy consumption of passenger cars and light commercial vehicles are made available at regular intervals to it, from manufacturers, national authorities or through direct data transfer from vehicles, as the case may be:

- (a) vehicle identification number;
- (b) fuel and/or electric energy consumed;
- (c) total distance travelled;
- (d) for externally chargeable hybrid electric vehicles, the fuel and electric energy consumed and the distance travelled distributed over the different driving modes;
- (e) other parameters necessary to ensure that the obligations set out in paragraph 1 can be met.

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The Commission shall process the data received under the first subparagraph to create anonymised and aggregated datasets, including per manufacturer, for the purposes of paragraph 1. The vehicle identification numbers shall be used only for the purpose of that data processing and shall not be retained longer than needed for that purpose.

3. In order to prevent the real-world emissions gap from growing, the Commission shall, no later than 1 June 2023, assess how fuel and energy consumption data may be used to ensure that the vehicle CO₂ emissions and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007 remain representative of real-world emissions over time for each manufacturer.

The Commission shall monitor and report annually on how the gap referred to in the first subparagraph evolves over the period 2021 to 2026 and shall, with the view to preventing an increase in that gap, assess, in 2027, the feasibility of a mechanism to adjust the manufacturer's average specific emissions of CO₂ as of 2030, and, if appropriate, submit a legislative proposal to put such a mechanism in place.

4. The Commission shall adopt, by means of implementing acts, the detailed procedure for collecting and processing the data referred to in paragraph 2 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

*Article 13***Verification of the CO₂ emissions of vehicles in-service**

1. Manufacturers shall ensure that the CO₂ emission and fuel consumption values recorded in the certificates of conformity correspond to the CO₂ emissions from, and fuel consumption of, vehicles in-service as determined in accordance with Regulation (EU) 2017/1151.

2. Following the entry into force of the procedures referred to in the first subparagraph of paragraph 4, type-approval authorities shall verify for those vehicle families for which they are responsible for the type-approval, on the basis of appropriate and representative vehicle samples, that the CO₂ emission and fuel consumption values recorded in the certificates of conformity correspond to the CO₂ emissions from, and fuel consumption of, vehicles in-service as determined in accordance with Regulation (EU) 2017/1151 while considering, inter alia, available data from on-board fuel and/or energy consumption monitoring devices.

Type-approval authorities shall also verify the presence of any strategies on board or relating to the sampled vehicles that artificially improve the vehicle's performance in the tests performed for the purpose of type-approval by, inter alia, using data from on-board fuel and/or energy consumption monitoring devices.

3. Where a lack of correspondence of CO₂ emission and fuel consumption values or the presence of any strategies artificially improving a vehicle's performance is found as a result of the verifications performed pursuant to paragraph 2, the responsible type-approval authority shall, in addition to taking the necessary measures set out in Chapter XI of Regulation (EU) 2018/858, ensure the correction of the certificates of conformity.

3. Where a lack of correspondence of CO₂ emission and fuel consumption values or the presence of any strategies artificially improving a vehicle's performance is found as a result of the verifications performed pursuant to paragraph 2, the responsible type-approval authority shall, in addition to taking the necessary measures set out in Chapter XI of Regulation (EU) 2018/858, ensure the correction of the certificates of conformity. **Where the data in the**

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type approval documentation may not be corrected under Regulation (EU) 2018/858, the responsible type-approval authority shall issue a statement of correction with the corrected data and transmit that statement to the Commission and the parties concerned.

4. The Commission shall determine, by means of implementing acts, the procedures for performing the verifications referred to in paragraph 2 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

The Commission is empowered, prior to adopting the implementing acts referred to in the first subparagraph of this paragraph, to adopt a delegated act in accordance with Article 17 in order to supplement this Regulation by setting out the guiding principles and criteria for defining the procedures referred to in the first subparagraph of this paragraph.

*Article 14***Adjustment of M_0 and TM_0 values**

1. The M_0 and TM_0 values referred to in Parts A and B of Annex I shall be adjusted as follows:

(a) by 31 October 2020, the M_0 value in point 4 of Part A of Annex I shall be adjusted to the average mass in running order of all new passenger cars registered in 2017, 2018, and 2019. That new M_0 value shall apply from 1 January 2022 until 31 December 2024;

(b) by 31 October 2022, the M_0 value in point 4 of Part B of Annex I shall be adjusted to the average mass in running order of all new light commercial vehicles registered in 2019, 2020 and 2021. That new M_0 value shall apply in 2024;

(c) by 31 October 2022, the indicative TM_0 value for 2025 shall be determined as the respective average test mass of all new passenger cars and new light commercial vehicles registered in 2021;

(d) by 31 October 2024, and every second year thereafter, the TM_0 value in point 6.2 of Parts A and B of Annex I shall be adjusted to the respective average test mass of all new passenger cars and new light commercial vehicles registered in the preceding two calendar years, starting with 2022 and 2023. The new TM_0 values shall apply from 1 January of the calendar year following the date of the adjustment.

2. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to ~~supplement this Regulation by establishing the measures referred to in~~ paragraph 1 of this Article.

2. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to **amend Annex I as provided for in** paragraph 1 of this Article.

*Article 14a***Progress report**

By 31 December 2025, and every two years thereafter, the Commission shall report on the progress towards zero emission road mobility. The report shall in particular monitor and assess

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the need for possible additional measures to facilitate the transition, including through financial means.

In the reporting, the Commission shall consider all factors that contribute to a cost-efficient progress towards climate neutrality by 2050. This includes the deployment of zero- and low-emission vehicles, progress in achieving the targets for the roll-out of recharging and refuelling infrastructure as required under the Alternative Fuels Infrastructure Regulation, the potential contribution of innovation technologies and sustainable alternative fuels to reach climate neutral mobility, impact on consumers, progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility.

*Article 15***Review and report**

1. The Commission shall, in 2023, thoroughly review the effectiveness of this Regulation and submit a report to the European Parliament and to the Council with the result of the review.

1. The Commission shall, in 2028, review the effectiveness and impact of this Regulation, building on the two yearly reporting, and submit a report to the European Parliament and to the Council with the result of the review. The report shall, where appropriate, be accompanied by a proposal for amending this Regulation.

~~2. In the report referred to in paragraph 1, the Commission shall consider, inter alia, the real-world representativeness of the CO₂ emission and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007; the deployment on the Union market of zero- and low-emission vehicles, in particular with respect to light commercial vehicles; the roll-out of recharging and refuelling infrastructure reported under Directive 2014/94/EU of the European Parliament and of the Council (2); including their financing; the potential contribution of the use of synthetic and advanced alternative fuels produced with renewable energy to emissions reductions; the CO₂ emissions reduction actually observed at the existing fleet level; the functioning of the incentive mechanism for zero- and low-emission vehicles; the potential~~

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~~effects of the transitional measure set out in point 6.3 of Part A of Annex I; the impact of this Regulation on consumers, particularly on those on low and medium incomes; as well as aspects to further facilitate an economically viable and socially fair transition towards clean, competitive and affordable mobility in the Union.~~

~~The Commission shall, in that report, also identify a clear pathway for further CO₂ emissions reductions for passenger cars and light commercial vehicles beyond 2030 in order to significantly contribute to achieving the long term goal of the Paris Agreement.~~

~~3. The report referred to in paragraph 2 shall, where appropriate, be accompanied by a proposal for amending this Regulation, in particular, the possible revision of the EU fleet wide targets for 2030 in light of the elements listed in paragraph 2, and the introduction of binding emissions reduction targets for 2035 and 2040 onwards for passenger cars and light commercial vehicles to ensure the timely transformation of the transport sector towards achieving net-zero emissions in line with the objectives of the Paris Agreement.~~

~~4. As part of the review referred to in paragraph 1 of this Article, the Commission shall assess the feasibility of developing real world emission test procedures using portable emission measurement systems (PEMS). The Commission shall take into account that assessment as well as those made pursuant to Article 12 of this Regulation and may, where appropriate, review the procedures for measuring CO₂ emissions as set out under Regulation (EC) No 715/2007. The Commission shall, in particular, make appropriate proposals to adapt those procedures to reflect adequately the real world CO₂ emissions of passenger cars and light commercial vehicles.~~

~~5. As part of the review referred to in paragraph 1 of this Article, the Commission shall evaluate the possibility to assign the revenue from the excess emissions premiums to a specific fund or a relevant programme, with the objective to ensure a just transition towards a climate neutral economy as referred to in Article 4.1 of the Paris~~

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~~Agreement, in particular to support re-skilling, up-skilling and other skills training and reallocation of workers in the automotive sector in all affected Member States, in particular in the regions and the communities most affected by the transition. The Commission shall, if appropriate, make a legislative proposal to that effect by 2027 at the latest.~~

6. By 31 December 2020, the Commission shall review Directive 1999/94/EC considering the need to provide consumers with accurate, robust and comparable information on the fuel consumption, CO₂ emissions and air pollutant emissions of new passenger cars placed on the market, as well as evaluate the options for introducing a fuel economy and CO₂ emissions label for new light commercial vehicles. The review shall, where appropriate, be accompanied by a legislative proposal.

7. The Commission shall, by means of implementing acts, determine the correlation parameters necessary in order to reflect any change in the regulatory test procedure for the measurement of specific emissions of CO₂ referred to in Regulations (EC) No 715/2007 and (EC) No 692/2008 and, where applicable, Regulation (EU) 2017/1151. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2) of this Regulation.

8. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend this Regulation by adapting the formulae set out in Annex I, using the methodology adopted pursuant to paragraph 7 of this Article, while ensuring that reduction requirements of comparable stringency for manufacturers and vehicles of different utility are required under the old and new test procedures.

9. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend the formulae set out in Part B of Annex I, where such amendments are necessary in order to take into account the procedure for multi-stage N1 vehicles set out in Part A of Annex III.

*Article 16***Committee procedure**

1. The Commission shall be assisted by the Climate Change Committee referred to in point (a) of Article 44(1) of Regulation (EU) 2018/1999 of the European Parliament and of the Council (3). That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.
2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.
3. 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 17***Exercise of the delegation**

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1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
 2. The power to adopt delegated acts referred to in Article 7(8), Article 10(8), the fourth subparagraph of Article 11(1), Article 13(4), Article 14(2) and Article 15(8) shall be conferred on the Commission for a period of six years from 15 May 2019. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the six-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.
 3. The delegation of power referred to in Article 7(8), Article 10(8), the fourth subparagraph of Article 11(1), Article 13(4), Article 14(2) and Article 15(8) 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.
 4. 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 of 13 April 2016 on Better Law-Making.
 5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
 6. A delegated act adopted pursuant to Article 7(8), Article 10(8), the fourth subparagraph of Article 11(1), Article 13(4), Article 14(2) and Article 15(8) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and to 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 two months at the
2. The power to adopt delegated acts referred to in Article 7(8), Article 10(8), the fourth subparagraph of Article 11(1), Article 13(4), Article 14(2) and Article 15(8) **and (9)** shall be conferred on the Commission for a period of six years from 15 May 2019. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the six-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.
 3. The delegation of power referred to in Article 7(8), Article 10(8), the fourth subparagraph of Article 11(1), Article 13(4), Article 14(2) and Article 15(8) **and (9)** 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.
 6. A delegated act adopted pursuant to Article 7(8), Article 10(8), the fourth subparagraph of Article 11(1), Article 13(4), Article 14(2) and Article 15(8) **and (9)** shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and to 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 two

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initiative of the European Parliament or of the Council.	months at the initiative of the European Parliament or of the Council.

Article 18

Repeal

Regulations (EC) No 443/2009 and (EU) No 510/2011 are repealed with effect from 1 January 2020.

References to the repealed Regulations shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Annex V.

Article 19

Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

It shall apply from 1 January 2020.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Annexes to the Proposal (only changes displayed)

1. Amendments to Regulation (EU) 2018/842

ANNEX I

MEMBER STATE GREENHOUSE GAS EMISSION REDUCTIONS PURSUANT TO ARTICLE 4(1)

	Member State greenhouse gas emission reductions in 2030 in relation to their 2005 levels determined in accordance with Article 4(3)	
	Column 1	Column 2
Belgium	- 35 %	-47%
Bulgaria	- 0 %	-10%
Czechia	- 14 %	-26%
Denmark	- 39 %	-50%
Germany	- 38 %	-50%
Estonia	- 13 %	-24%
Ireland	- 30 %	-42%
Greece	- 16 %	-22.7%
Spain	- 26 %	-37.7%
France	- 37 %	-47.5%
Croatia	- 7 %	-16.7%
Italy	- 33 %	-43.7%
Cyprus	- 24 %	-32%
Latvia	- 6 %	-17%
Lithuania	- 9 %	-21%
Luxembourg	- 40 %	-50%
Hungary	- 7 %	-18.7%
Malta	- 19 %	-19 %
Netherlands	- 36 %	-48%
Austria	- 36 %	-48%
Poland	- 7 %	-17.7%
Portugal	- 17 %	-28.7%
Romania	- 2 %	-12.7%
Slovenia	- 15 %	-27%
Slovakia	- 12 %	-22.7%
Finland	- 39 %	-50%
Sweden	- 40 %	-50%

ANNEX II**MEMBER STATES THAT MAY HAVE A LIMITED CANCELLATION OF EU ETS ALLOWANCES TAKEN INTO ACCOUNT FOR COMPLIANCE PURSUANT TO ARTICLE 6**

	Maximum percentage of 2005 greenhouse gas emissions determined in accordance with Article 4(3)
Belgium	2 %
Denmark	2 %
Ireland	4 %
Luxembourg	4 %
Malta	7 %
Netherlands	2 %
Austria	2 %
Finland	2 %
Sweden	2 %

ANNEX III**TOTAL NET REMOVALS FROM THE CATEGORIES OF LAND COVERED BY REGULATION (EU) 2018/841 THAT MEMBER STATES MAY TAKE INTO ACCOUNT FOR COMPLIANCE FOR THE PERIOD 2021 TO 2030 PURSUANT TO POINT (a) OF ARTICLE 7(1) OF THIS REGULATION**

	Maximum amount expressed in million tonnes of CO₂ equivalent
Belgium	3,8
Bulgaria	4,1
Czech Republic	2,6
Denmark	14,6
Germany	22,3
Estonia	0,9
Ireland	26,8
Greece	6,7
Spain	29,1
France	58,2
Croatia	0,9
Italy	11,5
Cyprus	0,6
Latvia	3,1
Lithuania	6,5
Luxembourg	0,25
Hungary	2,1
Malta	0,03
Netherlands	13,4
Austria	2,5
Poland	21,7
Portugal	5,2
Romania	13,2
Slovenia	1,3
Slovakia	1,2
Finland	4,5
Sweden	4,9

2. Amendments to Regulation (EU) 2018/841

ANNEX I

GREENHOUSE GASES AND CARBON POOLS

Regulation (EU) 2018/841	Proposal
A. Greenhouse gases as referred to in Article 2:	
(a) carbon dioxide (CO ₂);	
(b) methane (CH ₄);	
(c) nitrous oxide (N ₂ O).	
Those greenhouse gases shall be expressed in terms of tonnes of CO ₂ equivalent and determined pursuant to Regulation (EU) No 525/2013.	
B. Carbon pools as referred to in Article 5(4):	
(a) above-ground biomass;	(a) living biomass ;
(b) below-ground biomass;	(b) litter ;
(e) litter ;	(c) deadwood ;
(e) dead-wood ;	(d) dead organic matter ;
(e) soil organic carbon ;	(e) mineral soils ;
(f) harvested wood products in the land accounting categories of afforested land and managed forest land.	(f) organic soils ;
	(g) harvested wood products in the land accounting categories of afforested land and managed forest land.

ANNEX IIa**The Union target and the national targets of the Member States of net greenhouse gas removals pursuant to Article 4(2) to be achieved in 2030**

Member State	Value of the net greenhouse gas emissions reduction in kt of CO₂ equivalent in 2030
Belgium	-1 352
Bulgaria	-9 718
Czechia	-1 228
Denmark	5 338
Germany	-30 840
Estonia	-2 545
Ireland	3 728
Greece	-4 373
Spain	-43 635
France	-34 046
Croatia	-5 527
Italy	-35 758
Cyprus	-352
Latvia	-644
Lithuania	-4 633
Luxembourg	-403
Hungary	-5 724
Malta	2
Netherlands	4 523
Austria	-5 650
Poland	-38 098
Portugal	-1 358
Romania	-25 665
Slovenia	-146
Slovakia	-6 821
Finland	-17 754
Sweden	-47 321
EU-27	-310 000

3. Amendments to Regulation (EU) 2018/1999

ANNEX V

GHG INVENTORIES INFORMATION

Part 3

Regulation (EU) 2018/1999

Proposal

Geographically explicit land-use conversion data in accordance with the 2006 IPCC Guidelines for national GHG inventories. The greenhouse gas inventory shall operate on the basis of electronic databases and geographic information systems, and comprise:

(a) a system for the monitoring of land use units with high-carbon stock land, as defined in Article 29(4) of Directive 2018/2001;

(b) a system for the monitoring of land use units subject to protection, defined as land covered by one or more of the following categories:

- Land with a high biodiversity value as defined in Article 29(3) of Directive 2018/2001;

- Sites of Community Importance and Special Areas of Conservation as defined by Article 4 of Council Directive 92/43/EEC and land units outside of these which are subject to protection and conservation measures under Article 6(1) and (2) of that Directive in order to meet site conservation objectives;

- Breeding sites and resting places of the species listed in Annex IV to Directive 92/43/EEC which are subject to protection measures under Article 12 of that Directive;

- The natural habitats listed in Annex I to Directive 92/43/EEC and the habitats of species listed in Annex II to Directive 92/43/EEC which are found outside sites of Community importance or special areas of conservation and which contribute to these habitats and species reaching favourable conservation status under Article 2 of that Directive or

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which can be made subject to preventive and remedial measures under Directive 2004/35/EC²;

- Special protection areas classified under Article 4 of Directive 2009/147/EEC of the European Parliament and of the Council³ and the land units outside of these which are subject to protection and conservation measures under Article 4 of Directive 2009/147/EEC and Article 6(2) of Directive 92/43/EEC in order to meet site conservation objectives;

- Land units which are subject to measures for the preservation of birds reported as being not in secure status under Article 12 of Directive 2009/147/EC in order to fulfil the requirement under Article 4(4), second sentence of that Directive to strive to avoid pollution and habitat deterioration or fulfil the requirement under Article 3 of that Directive to preserve, maintain a sufficient diversity and area of habitats for bird species;

- Any other habitats which the Member State designates for equivalent purposes to those laid down in Directive 92/42/EEC and 2009/147/EC;

- Land units subject to measures required to protect and ensure the non-deterioration of the ecological status of those bodies of surface water referred to in Article 4(iii) of Directive 2000/60/EC of the European Parliament and of the Council;

- Natural flood plains or areas for the retention of flood water protected by Member States in relation to flood risk management under Directive 2007/60/EC of the European Parliament and of the Council;

(c) a system for the monitoring of land use units subject to restoration, defined as land covered by one or more of the following categories:

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- Sites of community importance, special areas of conservation and special protection areas as described in point (b) above, together with the land units outside of these which have been identified as in need of restoration or compensatory measures aimed at meeting site conservation objectives;
- The habitats of wild bird species referred to in Article 4(2) of Directive 2009/147/EC or listed in Annex I thereto, which are found outside of special protection areas and which have been identified as in need of restoration measures for purposes of Directive 2009/147/EC;
- The natural habitats listed in Annex I to Directive 92/43/EEC and the habitats of species listed in Annex II to Directive 92/43/EEC outside sites of Community importance or special areas of conservation and identified as in need of restoration measures for purposes of the achievement of favourable conservation status under Directive 92/43/EEC and/or identified as in need of remedial measures for purposes of Article 6 of Directive 2004/35/EC;
- Areas identified as in need of restoration according to a nature restoration plan applicable in a Member State;
- Land units subject to measures required to restore to good ecological status the bodies of surface water referred to in Article 4(iii) of Directive 2000/60/EC, or measures required to restore such bodies to high ecological status where required by law;
- Land units subject to measures for the recreation and restoration of wetland areas, as referred to in Annex VI.B(vii) of Directive 2000/60/EC;

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- Areas in need of ecosystem restoration so as to achieve good ecosystem condition in accordance with Regulation (EU) 2020/852 of the European Parliament of the Council; (d) a system for the monitoring of land use units with high climate risk:

- Areas subject to compensation for natural disturbances under paragraph 5 of Article 13b of Regulation (EU) 2018/841

- Areas referred to in Article 5(1) of Directive 2007/60/EC

- Areas identified in the Member States' national adaptation strategy with high natural and man-made risks, subject to climate-related disaster risk reduction actions.

The greenhouse gas inventory shall enable the exchange and integration of data between the electronic databases and the geographic information systems.

Tier 1 methodology in accordance with the 2006 IPCC guidelines for national GHG inventories.

For emissions and removals for a carbon pool that accounts for at least 25-30 % of emissions or removals in a source or sink category which is prioritised within a Member State's national inventory system because its estimate has a significant influence on a country's total inventory of GHGs in terms of the absolute level of emissions and removals, the trend in emissions and removals, or the uncertainty in emissions and removals in the land-use categories, at least Tier 2 methodology in accordance with the 2006 IPCC guidelines for national GHG inventories.

Member States are encouraged to apply Tier 3 methodology, in accordance with the 2006 IPCC guidelines for national GHG inventories.

For the period 2021-2025, Tier 1 methodology in accordance with the 2006 IPCC guidelines for national GHG inventories. For emissions and removals for a carbon pool that accounts for at least 25-30 % of emissions or removals in a source or sink category which is prioritised within a Member State's national inventory system because its estimate has a significant influence on a country's total inventory of GHGs in terms of the absolute level of emissions and removals, the trend in emissions and removals, or the uncertainty in emissions and removals in the land use categories, and from 2026 for all carbon pool emission and removal estimates, at least Tier 2 methodology in accordance with the 2006 IPCC guidelines for national GHG inventories.

Member States shall from 2026 for all carbon pool emission and removal estimates falling in areas of high carbon stock land use units referred to in point (c) above, areas of land use

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units under protection or under restoration referred to in points (d) and (e) above, and areas of land use units under high future climate risks referred to in point (f) above, apply Tier 3 methodology, in accordance with the 2006 IPCC guidelines for national GHG inventories.

4. Amendments to Directive 2014/94/EU

ANNEX I

REPORT

Directive 2014/94/EU

~~The report shall contain a description of the measures taken in a Member State in support of alternative fuels infrastructure build up.~~ The report shall include at least the following elements:

Proposal

The progress report referred to in Article 14(1) of the Regulation shall include at least the following elements:

1. target setting

(a) vehicle uptake projections for 31 December of the years 2025, 2030 and 2035 for:

– light-duty road vehicles separately for battery electric, plug in hybrid,

and hydrogen;

– heavy-duty road vehicles, separately for battery electric and hydrogen;

(b) targets for 31 December 2025, 2030 and 2035 for:

– electric recharging infrastructure for light-duty vehicles: number of recharging stations and power output (classification of recharging stations following Annex III to this Regulation);

– development of recharging stations for light-duty vehicles not accessible to the public;

– electric recharging infrastructure for heavy-duty vehicles: number of

recharging stations and power output;

– development of recharging stations for heavy-duty vehicles not

accessible to the public;

– hydrogen refuelling stations: number of refuelling stations, capacity of the refuelling stations and connector provided;

– LNG road refuelling stations: number of refuelling stations and capacity of stations;

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- LNG refuelling points at maritime ports of the TEN-T core and TEN-T comprehensive network, including location (port) and capacity per port;

- 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 inland waterway ports of the TEN-T core and TEN-T comprehensive network including location (port) and capacity;

- electricity supply for stationary aircraft, number of installations per airport of the TEN-T core and TEN-T comprehensive network;

- 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;

2. utilisation rates: for the categories under point 1(b), reporting the utilisation of that infrastructure;

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):

- 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;

- for recharging points, specifying the ratio of public to private infrastructure;

- alternative fuels infrastructure deployment within urban nodes;

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1. 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;

2. Policy measures supporting the implementation of the national policy framework

~~Information on those measures shall include the following elements:~~

- direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure,
- availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure,
- use of public procurement in support of alternative fuels, including joint procurement,
- demand-side non-financial incentives, for example preferential access to restricted areas, parking policy and dedicated lanes;

~~— consideration of the need for renewable jet fuel refuelling points in airports within the TEN-T Core Network,~~

~~— technical and administrative procedures and legislation with regard to the authorisation of alternative fuels supply, in order to facilitate the authorisation process.~~

3. Deployment and manufacturing support

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 to support manufacturing plants for alternative fuels technologies, broken down by alternative fuel and by transport mode.

Proposal

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;

5. information on the policy measures supporting the implementation of the national policy framework, including:

- direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure;
- availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure;
- use of public procurement in support of alternative fuels, including joint procurement;
- demand-side non-financial incentives, for example preferential access to restricted areas, parking policy and dedicated lanes;

6. public deployment and manufacturing support, including:

— 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 to support manufacturing plants for alternative fuels technologies, broken down by alternative fuel and by transport mode;

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Consideration of any particular needs during the initial phase of the deployment of alternative fuels infrastructures.

4. Research, technological development and demonstration (RTD&D)

Annual public budget allocated to support alternative fuels RTD&D, broken down by fuel and by transport mode.

5. Targets and objectives

— estimation of the number of alternative fuel vehicles expected by 2020, 2025 and 2030;

— level of achievement of the national objectives for the deployment of alternative fuels in the different transport modes (road, rail, water and air);

— level of achievement of the national targets, year by year, for the deployment of alternative fuels infrastructure in the different transport modes;

— information on the methodology applied to take account of the charging efficiency of high power recharging points.

6. Alternative fuels infrastructure developments

Changes in supply (additional infrastructure capacity) and demand (capacity actually used).

Proposal

— consideration of any particular needs during the initial phase of the deployment of alternative fuels infrastructures;

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.

ANNEX II**TECHNICAL SPECIFICATIONS****Directive 2014/94/EU****1. Technical specifications for recharging points****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.

~~While maintaining the Type 2 compatibility, those socket outlets may be equipped with features such as mechanical shutters.~~

1.2. High power recharging points for motor vehicles

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.

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.

1.3. Wireless recharging points for motor vehicles**1.4. Battery swapping for motor vehicles****1.5. Recharging points for L-category motor vehicles****Proposal****1. Technical specifications for recharging points**

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.

1.2. High power recharging points for motor vehicles

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;

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.

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.

1.4. Recharging points for L-category motor vehicles as specified by Commission Delegated Regulation (EU) 2019/1745.

Directive 2014/94/EU**1.6. Recharging points for electric buses****~~1.7. Shore-side electricity supply for seagoing ships~~**

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/ISO/IEEE 80005-1 standard.

~~1.8. Shore-side electricity supply for inland waterway vessels~~**Proposal**

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.

1.6. Technical specifications for battery swapping for motor vehicles

1.7. Technical specifications regarding the connector for recharging heavy-duty vehicles (DC charging).

1.8. Technical specifications for inductive static wireless recharging for passenger cars and light-duty commercial vehicles.

1.9. Technical specifications for inductive static wireless recharging for heavy-duty vehicles.

1.10. Technical specifications for inductive dynamic wireless recharging for passenger cars and light-duty vehicles.

1.11. Technical specifications for inductive dynamic wireless recharging for heavy-duty vehicles.

1.12. Technical specifications for inductive static wireless recharging for electric buses.

1.13. Technical specifications for inductive dynamic wireless recharging for electric buses.

1.14. Technical specifications for electric road system (ERS) for dynamic overhead power supply via a pantograph for heavy-duty vehicles.

1.15. Technical specifications for electric road system (ERS) for dynamic ground level power supply through conductive rails for passenger

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cars, light-duty vehicles and heavy-duty vehicles.

1.16. Technical specifications for battery swapping for L-category vehicles.

1.17. If feasible, technical specifications for battery swapping for passenger cars and light-duty vehicles.

1.18. If feasible, technical specifications for battery swapping for heavy-duty vehicles.

1.19. Technical specifications for recharging stations to ensure access to users with disabilities.

2. Technical specifications for communication exchange in the electric vehicle recharging ecosystem

2.1. Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid communication).

2.2. Technical specifications regarding communication between the recharging point and the recharging point management system (back-end communication).

2.3. Technical specifications regarding communication between the recharging point operator, electromobility service providers and e-roaming platforms.

2.4. Technical specifications regarding communication between the recharging point operator and the distributed system operators.

2. Technical specifications for hydrogen refuelling points for motor vehicles

2.1. 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.

2.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687-2 standard.

3. Technical specifications for hydrogen supply for road transport

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.

3.2. The hydrogen purity dispensed by hydrogen refuelling points shall comply with the technical specifications included in the ISO 14687:2019 standard.

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2.3. Hydrogen refuelling points shall employ fuelling algorithms and equipment complying with the ISO/TS 20100 Gaseous Hydrogen Fuelling specification.

2.4. Connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply with standard EN ISO 17268 'Gaseous hydrogen land vehicle refuelling connection devices'.

Proposal

3.3. Hydrogen refuelling points shall employ fuelling algorithms and equipment complying with the ISO 19880-1:2020 Gaseous Hydrogen Fuelling specification.

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.

3.5. Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles.

3.6. Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles.

4. Technical specifications for electricity supply for maritime transport and inland navigation

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.

4.2. Shore-side electricity supply for inland waterway vessels shall comply with Commission Delegated Regulation (EU) 2019/1745.

4.3. Technical specifications for shore-side battery recharging points for maritime vessels, featuring interconnectivity and system interoperability for maritime vessels.

4.4. Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels.

4.5. Technical specifications for port-to-grid communication interface in automated onshore power supply (OPS) and battery recharging systems for maritime 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.

Directive 2014/94/EU**Proposal****3.** Technical specifications for natural gas refuelling points

~~3.1. Technical specifications for refuelling points for LNG for inland waterway vessels or sea-going ships~~

~~3.2. Technical specifications for refuelling points for LNG for motor vehicles~~

4.7. If feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels.

5. Technical specifications for hydrogen bunkering for maritime transport and inland navigation

5.1. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-fuelled vessels.

5.2. Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-fuelled vessels.

6. Technical specifications for methanol bunkering for maritime transport and inland navigation

6.1. Technical specifications for refuelling points and bunkering for renewable methanol for maritime methanol-fuelled vessels.

6.2. Technical specifications for refuelling points and bunkering for renewable methanol for inland navigation methanol-fuelled vessels.

7. Technical specifications for ammonia bunkering for maritime transport and inland navigation

7.1. Technical specifications for refuelling points and bunkering for renewable ammonia for maritime ammonia-fuelled vessels.

7.2. Technical specifications for refuelling points and bunkering for renewable ammonia for inland navigation ammonia-fuelled vessels.

8. Technical specifications for natural gas refuelling points

8.1. Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply with Commission Delegated Regulation (EU) 2019/1745.

8.2. CNG connectors/receptacles shall comply with UNECE Regulation No 110 (referring to ISO 14469:2017).

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~~3.3. Technical specifications for CNG connectors/receptacles~~

~~CNG connectors/receptacles shall comply with UNECE Regulation No 110 (referring to ISO 14469, parts I and II).~~

~~3.4. Technical specifications for CNG refuelling points for motor vehicles~~

Proposal

8.3. Refuelling points for LNG for motor vehicles 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.

9. Technical specifications related to fuel labelling

9.1. The 'Fuels - Identification of vehicle compatibility - Graphical expression for consumer information' label shall comply with standard EN 16942:2016+A1:2021.

9.2. The 'Identification of vehicles and infrastructures compatibility - Graphical expression for consumer information on EV power supply' shall comply with standard EN 17186.

9.3. The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732.

ANNEX III**Reporting requirements on deployment of electric vehicles and recharging infrastructure**

1. Member States must categorise their reporting on electric vehicles deployment as follows:

- battery 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

2. Member States must categorise their reporting on deployment of recharging points as follows:

Category	Sub-category	Maximum power output	Definition pursuant to Article 2 of this Regulation
Category 1 (AC)	Slow AC recharging point, single-phase	$P < 7.4 \text{ kW}$	Normal power recharging point
	Medium-speed AC recharging point, triple-phase	$7.4 \text{ kW} \leq P \leq 22 \text{ kW}$	
	Fast AC recharging point, triple-phase	$P > 22 \text{ kW}$	High power recharging point
Category 2 (DC)	Slow DC recharging point	$P < 50 \text{ kW}$	
	Fast DC recharging point	$50 \text{ kW} \leq P < 150 \text{ kW}$	
	Level 1 - Ultra-fast DC recharging point	$150 \text{ kW} \leq P < 350 \text{ kW}$	
	Level 2 - Ultra-fast DC recharging point	$P \geq 350 \text{ kW}$	

3. The following data must be provided separately for recharging infrastructure dedicated to light-duty vehicles and heavy-duty vehicles:

- number of recharging points, to be reported for each of the categories under point 2;
- number of recharging stations following the same categorisation as for the recharging point;
- total aggregated power output of the recharging stations;
- number of stations not operational on 50% of the available days in a given year.

ANNEX IV**CORRELATION TABLE**

Directive 2014/94/EU	This Regulation
Article 1	Article 1
Article 2(1)	Article 2(3)
Article 2	Article 2
-	Article 3
-	Article 4
Article 4	Article 5
-	Article 6
-	Article 7
Article 6(4)	Article 8
-	Article 9
-	Article 10
Article 6(1)	Article 11
-	Article 12
Article 3	Article 13
Article 10	Articles 14, 15, 16
Article 7	Article 17
	Article 18
	Article 19
Article 8	Article 20
Article 9	Article 21
	Article 22
Article 11	Article 23
-	Article 24
Article 12	Article 25
Article 13	

5. Amendments to Regulation (EU) 2019/631

ANNEX I

Regulation (EU) 2019/631

Proposal

PART A

SPECIFIC EMISSIONS TARGETS FOR PASSENGER CARS

1. For the calendar year 2020, the specific emissions of CO₂ for each new passenger car shall, for the purposes of the calculations in this point and in point 2, be determined in accordance with the following formula:

$$\text{Specific emissions of CO}_2 = 95 + a \cdot (M - M_0)$$

where:

M = Mass in running order of the vehicle in kilograms (kg)

$$M_0 = 1\,379,88$$

$$A = 0,0333$$

2. The specific emissions target for a manufacturer in 2020 shall be calculated as the average of the specific emissions of CO₂ determined according to point 1, of each new passenger car registered in that calendar year of which it is the manufacturer.

3. The specific emissions reference target for a manufacturer in 2021 shall be calculated as follows:

$$\text{WLTP specific emissions reference target} = \text{WLTP}_{\text{CO}_2} \cdot \left(\frac{\text{NEDC}_{2020\text{target}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

where:

WLTP_{CO₂} is the average specific emissions of CO₂ in 2020 determined in accordance with Annex XXI to Regulation (EU) 2017/1151 and calculated in accordance with the second indent of Article 4(3) of this Regulation, without including CO₂ savings resulting from the application of Articles 5 and 11 of this Regulation;

NEDC_{CO₂} is the average specific emissions of CO₂ in 2020 determined in accordance with Implementing Regulation (EU) 2017/1153 and calculated in accordance with the second indent of Article 4(3) of this Regulation, without including CO₂ savings resulting from the application of Articles 5 and 11 of this Regulation;

NEDC₂₀₂₀ target is the 2020 specific emissions target calculated in accordance with points 1 and 2.

3a. For a manufacturer for which WLTP_{CO₂} or NEDC_{CO₂} is zero, the specific emission reference target in 2021 shall be NEDC₂₀₂₀target as defined in point 3.

3b. For a manufacturer that is placing passenger cars on the market of the Union for the first time in any of the calendar years 2021 to 2024, the specific emission reference target in 2021 shall be the average of the specific emissions reference targets determined for all manufacturers in accordance with point 3, weighted according to the number of new passenger cars that were registered for those manufacturers in the Union in 2020.

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3c. Notwithstanding point 3b, where in any of the calendar years 2021 to 2024, a manufacturer is placing passenger cars on the market of the Union for the first time, but that manufacturer was formed by a merger of two or more manufacturers of which at least one was responsible for new passenger cars registered in the Union in 2020, the specific emission reference target in 2021 for the new manufacturer shall be one of the following:

(a) where two or more of the merging manufacturers were responsible for new passenger cars registered in the Union in 2020, the specific emission reference target in 2021 shall be the average of the specific emission reference targets determined for those manufacturers in accordance with point 3, weighted according to the number of new passenger cars that were registered for those manufacturers in the Union in 2020;

(b) where only one of the merging manufacturers was responsible for new passenger cars registered in the Union in 2020, the specific emission reference target in 2021 determined in accordance with point 3 for that manufacturer.

4. For the calendar years 2021 to 2024, the specific emissions target for a manufacturer shall be calculated as follows:

$$\text{Specific emissions target} = \text{WLTP}_{\text{reference target}} + a [(M_{\theta} - M_0) - (M_{\theta 2020} - M_{0,2020})]$$

where:

$\text{WLTP}_{\text{reference target}}$ is the 2021 WLTP specific emissions reference target calculated in accordance with point 3;

a is 0,0333;

M_{θ} is the average of the mass in running order (M) of the new passenger cars of the manufacturer registered in the relevant target year in kilograms (kg);

M_0 is 1 379,88 in 2021, and as defined in point (a) of Article 14(1) for the years 2022, 2023 and 2024;

$M_{\theta 2020}$ is the average of the mass in running order (M) of the new passenger cars of the manufacturer registered in 2020 in kilograms (kg);

$M_{0,2020}$ is 1 379,88 .

5. Derogation targets in accordance with Article 10(3) or 10(4)

(a) For a manufacturer that has been granted a derogation in accordance with Article 10(3) from its NEDC based specific emissions target in calendar year 2021, or a derogation in accordance with Article 10(4) from its specific emission targets in any of the calendar years 2021 to 2024, the WLTP based derogation target for those years shall be calculated as follows:

$$\text{Derogation target} = \text{WLTP}_{\text{CO}_2} \cdot \left(\frac{\text{NEDC}_{\text{derogation target}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

Where:

$\text{WLTP}_{\text{CO}_2}$ is $\text{WLTP}_{\text{CO}_2}$ as defined in point 3;

$\text{NEDC}_{\text{CO}_2}$ is $\text{NEDC}_{\text{CO}_2}$ as defined in point 3;

$\text{NEDC}_{\text{derogation target}}$ is the derogation target granted by the Commission pursuant to Article 10(3) or 10(4) as the case may be.

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(b) Notwithstanding point (a), where a manufacturer is granted a derogation in accordance with Article 10(4) from the specific emission targets in any of the calendar years 2021 to 2024, but was not responsible for the registration of new passenger cars in the Union prior to 2021, the derogation target for any of those calendar years shall be calculated in accordance with the formula in point (a), where the following definitions shall apply:

WLTP_{CO2} is the average value across all individual manufacturers, weighted by the number of new passenger cars registered in 2020, of WLTPCO2 as defined in point 3;

NEDC_{CO2} is the average value across all individual manufacturers, weighted by the number of new passenger cars registered in 2020, of NEDCCO2 as defined in point 3;

NEDC_{derogationtarget} is the derogation target calculated in accordance with Article 10(4), in conjunction with Article 6(3) of Regulation (EU) No 63/2011.

6. From 1 January 2025, the EU fleet-wide targets and the specific emissions targets for a manufacturer shall be calculated as follows:

6.0. EU fleet-wide target₂₀₂₁

EU fleet-wide target₂₀₂₁ is the average, weighted by the number of new passenger cars registered in 2021, of the reference-values₂₀₂₁ determined for each individual manufacturer for which a specific emissions target applies in accordance with point 4. The reference-value₂₀₂₁ shall be determined, for each manufacturer, as follows:

$$\text{reference-value}_{2021} = \text{WLTP}_{\text{CO2,measured}} \cdot \left(\frac{\text{NEDC}_{2020,\text{Fleet Target}}}{\text{NEDC}_{\text{CO2}}} \right) + a (M_{\emptyset 2021} - M_{0,2021})$$

where:

WLTP_{CO2,measured} is the average, for each manufacturer, of the measured CO2 emissions combined of each new passenger car registered in 2020, as determined and reported in accordance with Article 7a of Implementing Regulation (EU) 2017/1153;

NEDC_{2020,Fleet Target} is 95 g/km;

NEDC_{CO2} is as defined in point 3;

M_{∅2021} is the average of the mass in running order of the new passenger cars of the manufacturer registered in 2021 in kilograms (kg);

M_{0,2021} is the average mass in running order in kilograms (kg) of all new passenger cars registered in 2021 of those manufacturers for which a specific emissions target applies in accordance with point 4;

a is as defined in point 4.

6.1. EU fleet-wide targets for 2025 and 2030**6.1 EU fleet-wide targets for 2025 onwards****6.1.1. EU fleet-wide target for 2025 to 2029**

EU fleet-wide target₂₀₂₅ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₂₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₂₅ is the reduction specified in point (a) of Article 1(4).

6.1.2. EU fleet-wide target for 2030 onwards**6.1.2. EU fleet-wide target for 2030 to 2034**

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EU fleet-wide target₂₀₃₀ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₃₀)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₃₀ is the reduction specified in point (a) of Article 1(5).

6.1.3 EU fleet-wide target for 2035 onwards

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₃₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).

6.2. Specific emissions reference targets ~~from 2025 onwards~~ 6.2. Specific emissions reference targets

6.2.1. Specific emissions reference targets for 2025 to 2029

The specific emissions reference target = EU fleet-wide target₂₀₂₅ + a₂₀₂₅ · (TM – TM₀)

where:

EU fleet-wide target₂₀₂₅ is as determined in accordance with point 6.1.1;

a₂₀₂₅ is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2025}}{\text{Average emissions}_{2021}}$$

where:

a₂₀₂₁ is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (independent variable) and the specific emissions of CO₂ (dependent variable) of each new passenger car registered in 2021;

average emissions₂₀₂₁ is the average of the specific emissions of CO₂ of all new passenger cars registered in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4;

TM is the average test mass in kilograms (kg) of all new passenger cars of the manufacturer registered in the relevant calendar year;

TM₀ is the value in kilograms (kg) determined in accordance with point (d) of Article 14(1).

~~6.2.2. Specific emissions reference targets for 2030 onwards~~

~~The specific emissions reference target = EU fleet-wide target₂₀₃₀ + a₂₀₃₀ · (TM – TM₀)~~

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where:

~~EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.2;~~

~~a₂₀₃₀ is~~

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$$

where:

~~a₂₀₂₁ is as defined in point 6.2.1;~~

~~average emissions₂₀₂₁ is as defined in point 6.2.1;~~

~~TM is as defined in point 6.2.1;~~

~~TM₀ is as defined in point 6.2.1.~~

6.3. Specific emissions targets from 2025 onwards**6.3.1 Specific emissions targets for 2025 to 2029:**

Specific emissions target = specific emissions reference target · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1 ~~for the period 2025 to 2029 and point 6.2.2 for 2030 onwards;~~

Specific emissions target = specific emissions reference target · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1;

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEVspecific in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$\text{ZLEV}_{\text{specific}} = 1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right)$$

For new passenger cars registered in Member States with a share of zero- and low-emission vehicles in their fleet below 60 % of the Union average in the year 2017 and with less than 1 000 new zero- and low-emission vehicles registered in 2017, ZLEVspecific shall, until and including 2030, be calculated in accordance with the following formula:

$$\text{ZLEV}_{\text{specific}} = \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right) \cdot 1,85$$

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Where the share of zero- and low-emission vehicles in a Member State's fleet of new passenger cars registered in a year between 2025 and 2030 exceeds 5 %, that Member State shall not be eligible for the application of the multiplier of 1,85 in the subsequent years;

x is 15 % in the years 2025 to 2029 and 35 % from 2030 onwards.

Proposal

Where the share of zero- and low-emission vehicles in a Member State's fleet of new passenger cars registered in a year between 2025 and 2028 exceeds 5 %, that Member State shall not be eligible for the application of the multiplier of 1,85 in the subsequent years;

x is 15 % in the years 2025 to 2029.

6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = EU fleet-wide target₂₀₃₀ + a₂₀₃₀ · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.2;

a₂₀₃₀ is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{average emissions}_{2021}}$$

where,

a₂₀₂₁ is as defined in point 6.2.1 average emissions₂₀₂₁ is as defined in point 6.2.1 TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1

6.3.3 Specific emissions targets for 2035 onwards

Specific emissions target = EU fleet-wide target₂₀₃₅ + a₂₀₃₅ · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

a₂₀₃₅ is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$$

where,

a₂₀₂₁ is as defined in point 6.2.1 average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1

Regulation (EU) 2019/631**Proposal****PART B****SPECIFIC EMISSIONS TARGETS FOR LIGHT COMMERCIAL VEHICLES**

1. For the calendar year 2020, the specific emissions of CO₂ for each new light commercial vehicle shall, for the purposes of the calculations in this point and in point 2, be determined in accordance with the following formula:

$$\text{Specific emissions of CO}_2 = 147 + a \cdot (M - M_0)$$

where:

M = Mass in running order of the vehicle in kilograms (kg)

$$M_0 = 1\,766,4$$

$$a = 0,096$$

2. The specific emissions target for a manufacturer in 2020 shall be calculated as the average of the specific emissions of CO₂ determined according to point 1 of each new light commercial vehicle registered in that calendar year of which it is the manufacturer.

3. The specific emissions reference target for a manufacturer in 2021 shall be calculated as follows:

$$\text{WLTP specific emissions reference target} = \text{WLTP}_{\text{CO}_2} \cdot \left(\frac{\text{NEDC}_{2020\text{target}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

where:

WLTP_{CO₂} is the average specific emissions of CO₂ in 2020 determined in accordance with Annex XXI to Regulation (EU) 2017/1151 without including CO₂ savings resulting from the application of Article 11 of this Regulation;

NEDC_{CO₂} is the average specific emissions of CO₂ in 2020 determined in accordance with Implementing Regulation (EU) 2017/1152, without including CO₂ savings resulting from the application of Article 11 of this Regulation;

NEDC_{2020target} is the 2020 specific emissions target calculated in accordance with points 1 and 2.

3a. For a manufacturer for which WLTP_{CO₂} or NEDC_{CO₂} is zero, the specific emission reference target in 2021 shall be NEDC_{2020target} as defined in point 3.

3b. For a manufacturer that is placing light commercial vehicles on the market of the Union for the first time in any of the calendar years 2021 to 2024, the specific emission reference target in 2021 shall be the average of the specific emissions reference targets determined for all manufacturers in accordance with point 3, weighted according to the number of new light commercial vehicles that were registered for those manufacturers in the Union in 2020.

3c. Notwithstanding point 3b, where in any of the calendar years 2021 to 2024, a manufacturer is placing light commercial vehicles on the market of the Union for the first time, but that manufacturer was formed by a merger of two or more manufacturers of which at least one was responsible for new light commercial vehicles registered in the Union in 2020, the specific emission reference target in 2021 for the new manufacturer shall be one of the following:

(a) where two or more of the merging manufacturers were responsible for new light commercial vehicles registered in the Union in 2020, the specific emission reference target in 2021 shall be the average of the specific emission reference targets determined for those manufacturers in accordance

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with point 3, weighted according to the number of new light commercial vehicles that were registered for those manufacturers in the Union in 2020;

(b) where only one of the merging manufacturers was responsible for new light commercial vehicles registered in the Union in 2020, the specific emission reference target in 2021 determined in accordance with point 3 for that manufacturer.

4. For the calendar years 2021 to 2024, the specific emissions target for a manufacturer shall be calculated as follows:

$$\text{Specific emissions target} = \text{WLTP}_{\text{reference target}} + a [(M_o - M_0) - (M_{o2020} - M_{0,2020})]$$

where:

$\text{WLTP}_{\text{reference target}}$ is the 2021 WLTP specific emissions reference target calculated in accordance with point 3;

a is 0,096;

M_o is the average of the mass (M) of the new light commercial vehicles of the manufacturer registered in the relevant target year in kilograms (kg):

where:

— in the case of a complete vehicle, M is the mass in running order of that vehicle

— in the case of a complete base vehicle related to a completed vehicle, M is the mass in running order of that base vehicle

— in the case of an incomplete base vehicle related to a completed vehicle, M is the monitoring mass (M_{mon}) of that base vehicle, determined in accordance with the following formula:

$$M_{\text{mon}} = \text{MRO}_{\text{base}} \times B_0$$

where:

MRO_{base} is the mass in running order of the base vehicle concerned

B_0 is as defined in point 1.2.4(a) of Part A of Annex III;

M_0 is 1 766,4 in 2020, 1 825,23 for the years 2021, 2022 and 2023, and for 2024 the value adopted pursuant to point (b) of Article 14(1);

M_{o2020} is the average of the mass in running order (M) of the new light commercial vehicles of the manufacturer registered in 2020 in kilograms (kg);

$M_{0,2020}$ is 1 766,4.

5. For a manufacturer that has been granted a derogation with regard to a specific NEDC based emissions target in 2021, the WLTP based derogation target shall be calculated as follows:

$$\text{Derogation target}_{2021} = \text{WLTP}_{\text{CO}_2} \cdot \left(\frac{\text{NEDC}_{2021\text{target}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

where:

$\text{WLTP}_{\text{CO}_2}$ is $\text{WLTP}_{\text{CO}_2}$ as defined in point 3;

$\text{NEDC}_{\text{CO}_2}$ is $\text{NEDC}_{\text{CO}_2}$ as defined in point 3;

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NEDC_{2021target} is the 2021 derogation target granted by the Commission pursuant to Article 10.

6. From 1 January 2025, the EU fleet-wide targets and the specific emissions targets for a manufacturer shall be calculated as follows:

6.0. EU fleet-wide target₂₀₂₁

EU fleet-wide target₂₀₂₁ is the average, weighted by the number of new light commercial vehicles registered in 2021, of the reference-values₂₀₂₁ determined for each individual manufacturer for which a specific emissions target applies in accordance with point 4.

The reference-value₂₀₂₁ shall be determined, for each manufacturer, as follows:

$$\text{reference-value}_{2021} = \text{WLTP}_{\text{CO}_2, \text{measured}} \cdot \left(\frac{\text{NEDC}_{2020, \text{Fleet Target}}}{\text{NEDC}_{\text{CO}_2}} \right) + a (M_{\emptyset 2021} - M_{0, 2021})$$

where:

WLTP_{CO₂,measured} is the average, for each manufacturer, of the measured CO₂ emissions combined of each new light commercial vehicle registered in 2020, as determined and reported in accordance with Article 7a of Implementing Regulation (EU) 2017/1152;

NEDC_{2020, Fleet Target} is 147 g/km;

NEDC_{CO₂} is as defined in point 3;

M_{∅2021} is the average of the mass in running order of the new light commercial vehicles of the manufacturer registered in 2021 in kilograms (kg);

M_{0,2021} is the average mass in running order in kilograms (kg) of all new light commercial vehicles registered in 2021 of those manufacturers for which a specific emissions target applies in accordance with point 4;

a is as defined in point 4.

6.1. The EU fleet-wide targets for 2025 and 2030 **6.1 The EU fleet-wide targets for 2025 onwards**

6.1.1. EU fleet-wide target for 2025 to 2029

$$\text{EU fleet-wide target}_{2025} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$$

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₂₅ is the reduction specified in point (b) of Article 1(4).

6.1.2. EU fleet-wide target for 2030 onwards **6.1.2. The EU fleet-wide targets for 2030 to 2034**

$$\text{EU fleet-wide target}_{2030} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2030})$$

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₃₀ is the reduction specified in point (b) of Article 1(5).

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EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₃₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (b).

6.2. Specific emissions reference targets from 2025 onwards**6.2.1. Specific emissions reference targets for 2025 to 2029**

The specific emissions reference target = EU fleet-wide target₂₀₂₅ + $\alpha \cdot (TM - TM_0)$

where:

EU fleet-wide target₂₀₂₅ is as determined in accordance with point 6.1.1;

α is a_{2025} where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM_0 determined in accordance with point (d) of Article 14(1) and a_{2021} where the average test mass of a manufacturer's new light commercial vehicles is higher than TM_0 determined in accordance with point (d) of Article 14(1);

where:

a_{2025} is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2025}}{\text{Average emissions}_{2021}}$$

a_{2021} is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (independent variable) and the specific emissions of CO₂ (dependent variable) of each new light commercial vehicle registered in 2021;

average emissions₂₀₂₁ is the average of the specific emissions of CO₂ of all new light commercial vehicles registered in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4;

TM is the average test mass in kilograms (kg) of all new light commercial vehicles of the manufacturer registered in the relevant calendar year;

TM_0 is the value in kilograms (kg) determined in accordance with point (d) of Article 14(1).

6.2.2. Specific emissions reference targets from 2030 onwards

The specific emissions reference target = EU fleet-wide target₂₀₃₀ + $\alpha \cdot (TM - TM_0)$

where:

6.2.2 Specific emissions reference targets for 2030 to 2034

Specific emissions reference target = EU fleet-wide target₂₀₃₀ + $\alpha \cdot (TM - TM_0)$

Where,

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EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.2;

α is a_{2030} where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM_0 ~~determined in accordance with point (d) of Article 14(1) and~~ a_{2021} where the average test mass of a manufacturer's new light commercial vehicles is higher than TM_0 ~~determined in accordance with point (d) of Article 14(1);~~

where:

a_{2030} is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$$

a_{2021} ~~is as defined in point 6.2.1;~~

average emissions₂₀₂₁ is as defined in point 6.2.1;

TM is as defined in point 6.2.1;

TM_0 is as defined in point 6.2.1.

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EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.3;

α is $a_{2030,L}$ where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM_0 , and $a_{2030,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM_0 ;

where:

$a_{2030,L}$ is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$$

$a_{2030,H}$ is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$$

average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM_0 is as defined in point 6.2.1.

6.2.3 Specific emissions reference targets for 2035 onwards

Specific emissions reference target = EU fleet-wide target₂₀₃₅ + $\alpha \cdot (TM - TM_0)$

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

α is $a_{2035,L}$ where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM_0 , and $a_{2035,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM_0 ;

where:

$a_{2035,L}$ is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{Average emissions}_{2021}}$$

$a_{2035,H}$ is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{EU fleet-wide target}_{2025}}$$

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average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1

6.3. Specific emissions targets from 2025 onwards**6.3.1. Specific emissions targets for 2025 to 2029**

The specific emissions target = (specific emissions reference target – (ø_{targets} – EU fleet-wide target₂₀₂₅)) · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1;

ø_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;

ZLEV factor is (1 + y – x), unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new light commercial vehicles calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the following formula, divided by the total number of new light commercial vehicles registered in the relevant calendar year:

$$\text{ZLEV}_{\text{specific}} = 1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right)$$

X is 15 %.

6.3.2. Specific emissions targets from 2030 onwards

The specific emissions target = (specific emissions reference target – (ø_{targets} – EU fleet-wide target₂₀₃₀)) · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;

ø_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.2;

ZLEV factor is (1 + y – x), unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV

6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = specific emissions reference target – (ø_{targets} – EU fleet-wide target₂₀₃₀)

EU fleet-wide target₂₀₃₀ is as determined in point 6.1.2.

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~~factor shall be set to 1,05 or 1,0, as the case may be;~~

~~where:~~

~~y is the share of zero and low emission vehicles in the manufacturer's fleet of new light commercial vehicles calculated as the total number of new zero and low emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the following formula, divided by the total number of new light commercial vehicles registered in the relevant calendar year:~~

$$\text{ZLEV}_{\text{specific}} = 1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right)$$

~~X is 30 %.~~

Proposal**6.3.3 Specific emissions targets for 2035 onwards**

Specific emissions target = specific emissions reference target – ($\emptyset_{\text{targets}}$ - EU fleetwide target₂₀₃₅)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

$\emptyset_{\text{targets}}$ is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3;

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.'

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