

SPANISH PROPOSAL AGREED BY GASNAM FOR AMENDMENTS ON THE DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the deployment of alternative fuels infrastructure

July 2013

Proposal for Amendments

PROPOSAL	AMENDMENT
1)-Modification Amendment in EXPLANATORY MEMORANDUM.- 3.2 Content of the proposal.- Art. 6	
<p><u>Article 6</u> requires that all maritime and inland ports and roads of the TEN-T Core Network are equipped with LNG refueling points, and defines common technical specifications to be met by this infrastructure. It also requires providing a sufficient number of CNG refueling points, within maximum distances, to allow Union-wide circulation of CNG vehicles and defines common technical specifications to be met by CNG refueling points.</p>	<p><u>Article 6</u> requires that all maritime and inland ports and roads of the TEN-T Core Network are equipped with LNG refuelling points, and defines common technical specifications to be met by this infrastructure. It also requires providing a sufficient number of LNG/CNG refuelling points, within maximum distances along the main routes of transport, to allow Union-wide circulation of LNG/CNG vehicles and defines common technical specifications to be met by LNG/CNG refuelling points.</p>
<p>Justification: The refuelling points contemplated should be both CNG, more focused on the urban areas, and LNG for long distance vehicles. The existence of refuelling points along the main routes of transport will guarantee the lack of problems related with the autonomy.</p>	
2)-Modification Amendment in Consideration (20)	
<p>Member States should ensure that publicly accessible infrastructure for the supply of gaseous Compressed Natural Gas (CNG) to motor vehicles is built up, with distances between refueling points allowing area covering circulation of CNG vehicles across the Union, as well as a certain number of refueling points located in urban agglomerations.</p>	<p>Member States should ensure that publicly accessible infrastructure for the supply of gaseous Compressed Natural Gas (CNG) to motor vehicles is built up, with distances between refuelling points allowing area covering circulation of CNG vehicles across the Union, as well as a certain number of refuelling points located in urban agglomerations guarantee a minimum number of refuelling points in cities with more than determinate number of population.</p>
<p>Justification:</p>	
3)-Modification Amendment in Consideration (22)	
<p>LNG might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards¹⁹</p>	<p>LNG might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards¹⁹ LNG is also an attractive fuel for heavy duty</p>

	<p>vehicles, able to meet the stringent pollutant emissions limits of Euro VI standards ¹⁹.</p>
<p>Justification: LNG for heavy trucks is a technology with several references and low investment costs. The bet for this fuel will allow continuing with European Projects such as Blue Corridors or GARneT of TEN-T.</p>	
<p>4)-Modification amendment of Article 2, in definition (8).</p>	
<p>(8) "refuelling point for LNG" means a provision of LNG, either through a physically established pump connected to fixed or mobile installations (including vehicles and vessels) or through a movable LNG container.</p>	<p>(8) "refuelling point for LNG" means a provision of LNG, either through a physically established pump connected to—fixed or mobile installations (including vehicles and vessels) or through a movable LNG container <u>or anyother systems.</u></p>
<p>Justification: The proposed definition for “refueling point for LNG” seems to imply the necessity of a fixed pump. It should be amended to cover any system capable of supplying LNG.</p>	
<p>5) Modification amendment in article 3 point 1.</p>	
<p style="text-align: center;"><i>Article 3</i> <i>National policy frameworks</i></p> <p>1.Each Member State shall adopt a national policy framework for the market development of alternative fuels and their infrastructure, that will include information listed in Annex I, and contain at least the following elements:</p> <ul style="list-style-type: none"> –assessment of the state and future development of alternative fuels; –assessment of the trans-border continuity of the infrastructure coverage for alternative fuels; –the regulatory framework to support the build-up of alternative fuels infrastructure; –policy measures to support the implementation of the national policy framework; –deployment and manufacturing support 	<p style="text-align: center;"><i>Article 3</i> <i>National policy frameworks</i></p> <p>1.Each Member State shall adopt a national policy framework for the market development of alternative fuels and their infrastructure, that will include information listed in Annex I, and contain at least the following elements:</p> <ul style="list-style-type: none"> –assessment of the state and future development of alternative fuels; –assessment of the trans-border continuity of the infrastructure coverage for alternative fuels; –the regulatory framework to support the build-up of alternative fuels infrastructure; –policy measures to support the implementation of the national policy framework; –deployment and manufacturing support

<p>measures</p> <ul style="list-style-type: none"> –research, technological development and demonstration support; –targets for the deployment of alternative fuels; –number of alternative fuel vehicles expected by 2020; –assessment of the need for LNG refuelling points in ports outside the TEN-T core network that are important for vessels not engaged in transport operations, in particular fishing vessels; –where appropriate, cooperation arrangements with other Member States according to the second paragraph. .../ 	<p>measures</p> <p style="text-align: center;"><u>demand support measures</u>(1)</p> <ul style="list-style-type: none"> –research, technological development and demonstration support; –targets for the deployment of alternative fuels; –number of alternative fuel vehicles expected by 2020; –assessment of the need for LNG refuelling points in ports outside the TEN-T core network that are important for vessels not engaged in transport operations, in particular fishing vessels; (2) –where appropriate, cooperation arrangements with other Member States according to the second paragraph. .../
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Justification:

(1) Although this initiative is addressed to support the deployment of the infrastructures necessary for supplying alternative fuels, it would also be necessary to support in parallel the development of a demand for these fuels. The potential for the development of the use of Liquefied Natural Gas (LNG) is especially high in maritime transport, but in general shipowners would have to undertake significant investments for replacing or retrofitting their ships to be able of using LNG as bunker. In order to encourage ship owners to undertake such investments, the Directive should recommend Member States the establishment of support measures, such as tax or port dues reductions, financial supports, financial guarantees, etc. This would benefit not only air quality in the EU, but also will reduce CO₂ emissions from shipping. At least, the Commission should produce Guidelines on the acceptable support measures.

(2) It is logical that the national implementation plans may include not only ports which are part of the core TEN-T networks, but also other ports that from national perspective may be considered a priority. But the Directive should not prejudice that these other ports “are not engaged transport operations but in particular fishing vessels”. For instance, in the case of Spain, there are 28 Ports Authorities and only 13 of them included in the core TEN-T. Some relatively small ports in touristic areas that have dense ro-ro and passenger traffic could be given higher priority from a national perspective than some ports in the core TEN-T that receive mainly international non regular (tramp) cargo ships, hence with low probability of using LNG as bunker in short-medium term. At the same time, and for the same reason, the Directive should not impose the inclusion of all core TEN-T ports in the first priority list of ports. Hence the proposal made on Art. 6.

6) Modification amendment in article 3 point 5.	
5.Member States shall notify their	5.Member States shall notify their

<p>national policy frameworks to the Commission [within 18 months from the date of entry into force of this Directive]</p>	<p>national policy frameworks to the Commission [within 18 months from the date of entry into force of this Directive] <u>including their priority ports (either part of the core Ten-T or not), as well as the applicable technical and administrative procedures, personnel, methodology, legislation, etc. to avoid bureaucratic and legislative delays, in order to ensure that a request of an intended LNG provider is authorized within three months from the request.</u></p>
<p>Justification:</p>	
<p>7) Modification amendment in article 6</p>	
<p style="text-align: center;"><i>Article 6</i></p> <p style="text-align: center;"><i>Natural gas supply for transport</i></p> <p>1.-Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December 2020 at the latest.</p> <p>2.-Member States shall ensure that publicly accessible LNG refuelling points for inland waterway transport are provided in all inland ports of the TEN-T Core Network, by 31 December 2025 at the latest.</p> <p>3.-Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this purposes, publicly accessible refuelling points for LNG shall be established within distances not exceeding 400 km by 31 December 2020 at the latest.</p> <p>4.-All LNG refuelling points for maritime and inland waterway transport shall comply with the technical specifications set out in Annex III.3.1 by 31 December 2015 at the latest.</p> <p>All publicly accessible LNG refuelling</p>	<p style="text-align: center;"><i>Article 6</i></p> <p style="text-align: center;"><i>Natural gas supply for transport</i></p> <p>1.-Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December 2023<u>0</u> at the latest. (1)</p> <p><u>2.-Member States shall ensure that publicly accessible LNG refuelling points for maritime and inland waterway transport are provided in all ports included in its National Policy Frameworks, established in accordance with Art. 3, that should include at least 40% of the maritime ports of the Trans-European Transport (TEN-T) Core Network by 31 December 2020 at the latest. (2)</u></p> <p><u>3.-In view of the effective development of LNG demand and the supply network, the Commission will assess and propose by 2020 either to maintain 2030 as deadline for all ports in the core TEN-T, or to advance the date to 2025. (3)</u></p> <p>4.-Member States shall ensure that publicly accessible LNG refuelling points for inland waterway transport are provided in all inland ports of the TEN-T</p>

points for motor vehicles shall comply with the technical specifications set out in Annex III.3.2 by 31 December 2015 at the latest.

5.-Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150 km, to allow the circulation of CNG vehicles Union-wide by 31 December 2020 at the latest.

6.-All CNG refuelling points for motor vehicles shall comply with the technical specifications set out in Annex III.3.3, no later than by 31 December 2015.

7.-All CNG refuelling points for motor vehicles shall provide gas at a quality that is required for use in current and advanced technology CNG vehicles.

8.-The Commission shall be empowered to adopt delegated acts in accordance with Article 8 concerning the updating of the technical specifications set out in Annex III.3.1, Annex III.3.2 and Annex III.3.3.

9.-The Commission shall adopt implementing acts regarding:

- safety regulations with respect to storage, transport and refuelling process of LNG;
- technical specifications for interoperability between ships and boats and refuelling points for LNG in maritime and inland waterway transport.

Those implementing acts shall be adopted in accordance with the procedure referred to in Article 9.

Core Network, by 31 December 2025 at the latest.

5.-Member States shall cooperate to ensure that heavy duty motor vehicles running on LNG can travel all along the roads on the TEN-T Core Network. For this purposes, publicly accessible refuelling points for LNG shall be established within distances not exceeding 400 km by 31 December 2020~~16~~ at the latest.(4)

6.-All LNG refuelling points for maritime and inland waterway transport shall comply with the technical specifications set out in Annex III.3.1 by 31 December 2015 at the latest.

All publicly accessible LNG refuelling points for motor vehicles shall comply with the technical specifications set out in Annex III.3.2 by 31 December 2015 at the latest.

7.-Member States shall ensure that a sufficient number of publicly accessible refuelling points are available, with maximum distances of 150 km, to allow the circulation of CNG vehicles Union-wide by 31 December 2020~~16~~ at the latest. (5)

8.-Member States shall ensure that at least one mixed (public and private) refuelling point is installed in cities with more than 100.000 population, being able to supply the municipal urban fleet and the private vehicles of citizens by 31 December 2016 at the latest. (6)

9.-Member States shall ensure that at least two publicly refuelling point are installed in cities with more than 350.000 population by 31 December 2016 at the latest. (7)

10.-All CNG refuelling points for motor vehicles shall comply with the technical specifications set out in Annex III.3.3, no later than by 31 December 2015

	<p> 711.-All CNG refuelling points for motor vehicles shall provide gas at a quality that is required for use in current and advanced technology CNG vehicles. </p> <p> 812.-The Commission shall be empowered to adopt delegated acts in accordance with Article 8 concerning the updating of the technical specifications set out in Annex III.3.1, Annex III.3.2 and Annex III.3.3. </p> <p> 913.-The Commission shall adopt implementing acts regarding: </p> <ul style="list-style-type: none"> - safety regulations with respect to storage, transport and refuelling process of LNG; - technical specifications for interoperability between ships and boats and refuelling points for LNG in maritime and inland waterway transport. <p> Those implementing acts shall be adopted in accordance with the procedure referred to in Article 9.(8) </p>
<p>Justification:</p> <p>(1) In agreement with the Draft Regulation on TEN-T recently agreed on 30th May 2013, the obligation for Member States to guarantee the availability of “LNG refuelling points” in all ports included in the core Ten-T network should be binding <u>only by 2030</u>.</p> <p>(2)(3) Although the technical specifications for “LNG refueling points” are not adopted yet (they will be by 2014), we think it should be taken into consideration that for massive fuel supply more infrastructures as storage tanks, pontoons, etc. will be needed, and that this infrastructure should be of public access. In addition, the present conditions and the use of each port must be considered. It will not be the same a port meant to “small” fishing vessels that could be fed with LNG by a mobile truck, a port with high oceanic traffic and big vessels that could be fed with a tanker outside the port, or a port with a regasification plant nearby. We think the infrastructures requested for 2020 should not necessarily include fixed stations. Each LNG supplier, in each port, should be free to choose the facility or supply procedure that better fits to its characteristics and to its potential customers, provided that the supplier’s proposals are compatible with the port’s approved General Utilization Plan.</p> <p>(4) It is proposed an earlier term, as the 2020 seems too far to help the LNG technology to take off. It is recommended to revise every 3-4 years the number of stations and maximums distances in order to adapt the number of infrastructures to the necessities of the market in an efficient and sustainable way.</p> <p>LNG for heavy trucks is a proven technology and with commercial implementation but</p>	

still needs initial support to overcome market inertia and reduce implementation time and costs. It has a high growth potential as professional fuel, a request from the transport sector since the diesel lost this position, because it spread its use in cars. In addition to environmental improvements and energy diversification, it would help to reduce freight costs in the EU and increase competition among distributors of fuel.

(5) It is proposed an earlier term, as the 2020 seems too far to help the CNG technology to take off. It is recommended to revise every 3-4 years the number of stations and maximums distances in order to adapt the number of infrastructures to the necessities of the market in an efficient and sustainable way.

(6) It is recommended to revise every 3-4 years the criteria.

(7) It is recommended to revise every 3-4 years the criteria.

Explanation:

(8) We totally agree with the need to develop safety measures, rules and procedures for bunkering together with the design of refueling stations. But the way of delegated or implementing acts by the Commission should not be abused. These measures are an important element of the Directive and should be agreed at the Council (and Parliament).

8)- Modification amendment of ANNEX 1, point 2

<u>ANNEX I</u>	<u>ANNEX I</u>
National policy frameworks	National policy frameworks
The National Policy Framework shall contain at least the following elements: .../ <u>2. Policy measures supporting the implementation of the national policy framework</u>	The National Policy Framework shall contain at least the following elements: .../ <u>2. Policy measures supporting the implementation of the national policy framework</u>
These measures shall include at least the following elements:	These measures shall include at least the following elements:
<ul style="list-style-type: none"> - Direct incentives for purchase of alternative fuels means of transport or building of the infrastructure; - Possibility of tax incentives to promote alternative fuels means of transport and infrastructure; - Use of public procurement in support of alternative fuels, including joint procurement; 	<ul style="list-style-type: none"> - Direct incentives for purchase of alternative fuels means of transport or building of the infrastructure; - Possibility of tax incentives to promote alternative fuels means of transport and infrastructure; - Use of public procurement in support of alternative fuels, including joint procurement;

<p>- Demand side non-financial incentives: e.g. preferential access to restricted areas, parking policy, dedicated lanes;</p>	<p>- Demand side non-financial incentives: e.g. preferential access to restricted areas, parking policy, dedicated lanes;</p> <p><u>- List of priority port, either part of the core TEN-T or not, with calendar of application in each one of them.</u></p> <p><u>- Where necessary, specific measures for applying in each port the general rules and procedures established and the applicable administrative procedures.</u></p> <p><u>- Harmonization of the regulatory framework related with the homologation of new or retrofit CNG or LNG vehicles, its security on the circulation, parking and periodic reviews to do.</u></p>
<p>Justification:</p>	
<p>9)-Modification amendment of ANNEX III, Technical specifications, point 3.1.</p>	
<p>3.1. Technical specifications for Liquefied Natural Gas (LNG) refuelling points for waterborne vessels</p> <p>LNG refuelling points for waterborne vessels shall comply with the relevant EN standards, to be adopted.</p>	<p>3.1. Technical specifications for Liquefied Natural Gas (LNG) refuelling points for waterborne vessels</p> <p>LNG refuelling points for waterborne vessels shall comply with the relevant EN standards, to be adopted <u>(in accordance with the relevant IMO and ISO regulations and standards) (by 2014). Member States must coordinate to jointly support in IMO and ISO the development of those standards by the mentioned organizations as soon as possible.</u></p>
<p>Justification:</p> <p>For a global industry such as shipping it is essential that the European standards are fully in accordance with those developed at international (IMO and ISO) level. The joint action of EU member States will facilitate its early adoption.</p>	