

EUROPEAN COMMISSION ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL

Sustainable Growth and EU 2020 Standards for Boosting Competitiveness

Brussels, 02/07/2014

A Notification under Article 12 of Regulation (EU) No 1025/2012¹

Subject matter related to

	Annual Union Work Programme for European standardisation (Art. 12, point a)			
\boxtimes	Possible future standardisation requests to the European standardisation organisations			
	(Art. 12, point b)			
	Formal objections to harmonised standards (Art. 12, point c)			
	Identifications of ICT technical specifications (Art. 12, point d)			
	Delegated acts to modify Annexes I or III of Regulation (EU) No 1025/2012 (Art. 12,			
	point e)			

Title of the initiative

A draft standardisation request addressed to the European standardisation organisations in support of the implementation of the proposal for a directive of the European Parliament and of the Council on the deployment of alternative fuels infrastructure COM(2013) 18 final

Additional information

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¹ OJ L 316, 14.11.2012, p. 12



EUROPEAN COMMISSION ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL

Sustainable Growth and EU 2020 Standards for Boosting Competitiveness

Date of the draft: 30.6.2014

ANNEX

[to a Commission Implementing Decision]

M/XXX, Standardisation request addressed to the European Standardisation Organisations in support of the implementation of the proposal for a directive of the European Parliament and of the Council on the deployment of alternative fuels infrastructure COM(2013) 18 final

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FOREWORD

The Flagship Initiative "Resource efficient Europe" of the Europe 2020 Strategy proposes to modernise and decarbonise the transport sector, thereby contributing to increased competitiveness. In line with this strategy, the 2011 Transport White Paper calls for breaking the oil dependence of transport and sets a target of 60% greenhouse gas (GHG) emissions reduction from transport by 2050.

The European Commission adopted, on 24 January 2013, the "Clean Power for Transport Package" (CPT). This package should be a catalyst for the sustainable transformation of Europe's energy supply for transport. The CPT seeks to reduce the EU transport systems dependence on oil through the use of alternative fuels and the build-up of the necessary infrastructure, including the adoption of standards and common technical specifications.

The CPT consists of:

- a Communication (COM(2013)17)¹ laying out a comprehensive European alternative fuels strategy for the long-term substitution of oil as energy source for transport. The Communication states that a strategic approach for the European Union to meet the long-term energy needs of all transport modes must be built on a comprehensive mix of alternative fuels. All options need to be included in the strategy without giving preference to any particular fuel, thereby keeping technological neutrality and security of energy supply.
- a Directive on the deployment of alternative fuels infrastructure.² The Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the EU. More specifically, the Directive sets out minimum requirements on alternative fuels infrastructure build up, to be implemented through Member States' national policy frameworks, including common technical specifications for recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen. It also includes requirements on user information. The needs for technical specifications on the deployment of alternative fuels infrastructure is described in broad terms in Annex III of this Directive.
- an accompanying Impact Assessment $(SWD(2013) 5)^3$ and Executive Summary $(SWD(2013) 6)^4$ evaluating the costs and benefits of different policy options.
- a Staff Working Document $(SWD(2013) 4)^5$ on an LNG Action Plan for shipping.

On the 20th of March 2014 an informal agreement on the proposed Directive was reached between the Council and the European Parliament. COREPER formally endorsed this agreement on the 26th of March 2014 and it is expected to be approved by the EP during its plenary session of April 2014. Publication of the Directive after legal-linguistic screening will supposedly take place in the second half of 2014.

¹ <u>http://cor.europa.eu/en/activities/stakeholders/Documents/com2013-17.pdf</u>

² [Reference to Directive...]

³ http://ec.europa.eu/transport/themes/urban/cpt/doc/swd(2013)5-2-impact-assessment-part1.pdf http://ec.europa.eu/transport/themes/urban/cpt/doc/swd(2013)5-2-impact-assessment-part2.pdf

⁴ http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=SWD:2013:0006:FIN:EN:PDF

⁵ http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=SWD:2013:0004:FIN:EN:PDF

The Directive establishes that, as from 36 months from the date of entry into force, the deployment or renewal of the following infrastructures shall at least comply with the existing technical specifications set out in Annex III of the Directive. However, when new technical specifications identified in Annex III of the Directive must be created, updated or supplemented through delegated acts, a transition period of 24 months will apply.

This Commission's standardisation request aims to ensure, in line with Recital (26) of the Directive, that technical specifications for interoperability of recharging and refuelling points are specified in European or international standards. It identifies the required technical specifications as well as the deadlines for their availability, taking into account existing European standards and related international standardisation activities.

In 2010 the Commission issued M/468⁶ which inter alia asked the ESOs to develop European standards to "*ensure interoperability and connectivity between the charger of an electric vehicle - if the charger is not on board - and the electric vehicle and its removable battery, so that a charger can be connected, can be interoperable and recharge all types of electric vehicles and their batteries*". Because the ESOs could not, from the viewpoint of interoperability, deliver single harmonised specifications, the Directive sets the technical specifications for normal and high power recharging points for motor vehicles. Consequently, this mandate complements M/468 and, as stipulated by the Directive, replaces it on all aspects related to interoperability.

1. OBJECTIVES

1.1. Requested standardisation activities

Pursuant to Article 10(1) of Regulation (EU) No $1025/2012^7$, the Commission requests the European standardisation organisations⁸ (ESOs) to develop and adopt appropriate European standards (ENs), or to amend existing European standards, indicated in clause 4.1 of this request, for:

- electricity supply for road, maritime transport and inland navigation;
- hydrogen supply for road transport; natural gas supply for road, maritime transport and inland navigation;

which are needed to implement the technical specifications for recharging and refuelling points as set out in Annex III of the Directive on the deployment of alternative fuels infrastructures.

In order to fulfil the deadlines given in this request and the legal requirements given in the Directive, the ESOs are requested, as a priority, to provide European standards specifying only the required specifications for ensuring the interoperability of recharging

 $^{^{6}}$ M/468 (2010) Standardisation mandate addressed to CEN and CENELEC and ETSI concerning the recharging of electric vehicles

⁷ OJ L 316, 14.11.2012, p. 12

⁸ See Article 2(8) of Regulation (EU) No 1025/2012

and refuelling points. Developing technical specifications for recharging and refuelling points as part of wider system or equipment standards that are not covered by this request, could substantially delay the availability of the requested technical specifications.

Where technical specifications given in the requested European standards deal with other than interoperability aspects regulated by the Directive on the deployment of alternative fuels infrastructures, like health and safety, explosion safety, electromagnetic compatibility including environmental or security aspects etc., such aspects are not covered explicitly by this request, but should fall within the scope of other Union harmonisation legislation.

The Directive empowers the Commission to adopt delegated acts in accordance with Article 8 to:

(a) *supplement* the articles 4 and 6 of the Directive as well as Annex III, in order to require compliance, by the infrastructures to be deployed or renewed, with the technical specifications contained in the standards to be developed where the relevant ESOs have recommended *only one* technical solution with technical specifications as described in a relevant European standard, if applicable, compatible with the relevant international standards.

(b) *update* the references to the standards referred to in the technical specifications set out or to be set out in Annex III where these standards are replaced by new versions thereof adopted by the relevant European or international standardisation organisations.

These delegated acts shall provide for transitional periods of at least twenty-four (24) months before the concerned technical specifications or their amended versions become binding on infrastructure to be deployed or renewed.

1.2. Public interests and policy objectives

To encourage the use of alternative fuel vehicles and vessels for consumers the build-up of alternative fuels infrastructure is necessary. The technology necessary for the construction of a network for the distribution of alternative fuels is substantially mature for all types of recharging and refuelling systems included in the Directive. However, common European standards for alternative fuel infrastructures, and in particular for recharging and refuelling points, are still missing or not applied consistently EU-wide.

Lack of common European standards is one of the main technical barriers that prevents the creation of a single market for, as well as the reduction of costs of, alternative fuels infrastructure. In absence of a harmonised development of alternative fuels infrastructure across the EU, economies of scale on the supply side and network effects on the demand side cannot contribute to the completion of the single transport market.

The lack of European standards for recharging and refuelling points also discourages potential infrastructure investors, manufacturers of alternative fuel vehicles and vessels and consumers. Without European standards, consumers are obliged to use adaptors while investors and manufacturers face costs for retrofitting the recharging and refuelling infrastructure. It is important to agree on European standards at the early stages of infrastructure development, as later the costs of revising those standards and implementing new ones, including the cost of disutility for the public, may be excessive.

The European standards requested by this mandate are needed to allow the Commission to implement the provisions of Articles 4, 5, and 6 of the Directive concerning recharging and refuelling points between vehicles and alternative fuels infrastructures.

2. ACCEPTANCE OF THE REQUEST

The ESOs are asked to inform the Commission within one (1) month after the receipt of this request whether they accept it. Conditional acceptance is considered as a refusal.

The acceptance reply may include a request for Union funding or may indicate if Union funding available for activities pursuant to Article 15 of Regulation (EU) No 1025/2012 is applied later and informing also on estimated amount needed and estimated date for a possible request. Such a funding request shall respect deadlines set in this standardisation request and in the mandated work programme, as agreed with the Commission according to clause 5.4, for the execution of the standardisation work.

3. EXPIRE

Where the standardisation request is not accepted by any of the ESOs, this request shall expire three (3) months after its notification to the ESOs.

4. DESCRIPTION OF THE REQUIREMENTS FOR THE REQUESTED DELIVERABLES AND FOR THE STANDARDISATION WORK

4.1. Requirements for the European standards

4.1.1. *Requested European standards and common requirements for the content*

"Interoperable" in the context of this standardisation request means: the capacity of an infrastructure to supply energy that is compatible with all vehicle technology and allow seamless EU-wide mobility.

The ESOs are requested, as specified in Appendix I – Requested Work Programme, to:

- develop European standards, containing interoperable technical specifications with a single solution for electricity supply for transport, if applicable based on the existing international standards, in order to harmonise the technical specifications given in Annex III.1 of the Directive.
- develop European standards containing interoperable technical specifications with a single solution for hydrogen supply for road transport, if applicable based on the existing international standards, in order to harmonise the technical specifications given in Annex III.2 of the Directive.

- develop European standards containing interoperable technical specifications with a single solution for natural gas supply for transport, if applicable based on the existing international standards, in order to harmonise the technical specifications given in Annex III.3 of the Directive.
- establish technical specifications as a recommended interoperable solution for "L category" vehicles
- amend or supplement EN 62196-2 "Category type 2" for socket outlet to include variants with mechanical shutters, in order to ensure coherence with the national legislation of Member States

The requested European standards shall consist of coherent and single interoperable technical specifications for each category of electricity/fuel supply. These specifications shall meet the European needs, be compatible and aligned as much as possible with relevant international standards and as far as possible with existing refuelling infrastructure already in place. In the field of fuels, it is vital that – when this is of advantage in the view of the context – room should be left for "localization" of international standards to reflect and accommodate local technical, analytical and regulatory needs. The latter is important to ensure standards which are best suited to local technical applications. The requested European standards shall be technologically and commercially neutral and based on the know-how currently in possession of the EU industry and of the public sector on a fair, reasonable and non-discriminatory basis.⁹

Moreover, the interoperable technical specifications given in the requested European standards shall:

- have regard to the need for personal data protection in accordance with Directive 95/46/EC on the protection of individuals with regard to the processing of personal data and on the free movement of such data¹⁰,
- be compatible with Directive 2006/112/EC on the common system of value added tax¹¹, and
- include a methodology outlining the core and extensions model applied in real environment.

4.1.2. European standards for electricity supply

The relevant ESOs shall develop and recommend European standards containing technical interoperable specifications with a single solution to supplement Article 4 and Annex III points 1.2a, 1.2b, 1.2c and 1.2d of the Directive.

⁹ All interoperability specifications shall be preferably royalty free and available without licensing. However, when licencing is applicable it shall be available to applicants on a (fair), reasonable and non-discriminatory basis (F)RAND

¹⁰ OJ L 281, 23.11.1995, p. 31.

¹¹ OJ L 347, 11.12.2006, p. 1

The relevant ESOs shall keep the European standards referred to in the technical specifications set out in Annex III.1 of the Directive up to date and revise them as appropriate.

More specifically, the ESOs are requested to work on:

1. One technical interoperable solution with a technical specification for wireless recharging for passenger cars and light duty vehicles interoperable with the specification contained in IEC/TS 61980-3 Ed. 1.0^{12} , or its later edition.

2. One technical interoperable solution with a technical specification for battery swapping for electric vehicles.

3. One technical interoperable solution with a technical specification for electric bus supply connectors and socket outlet. If feasible, this technical interoperable solution should be based on the standard developed for electric passenger cars and light duty vehicles.

4. One technical interoperable solution with a technical specification for electric bus wireless recharging.

5. One technical interoperable solution with a technical specification for shore-side electricity supply for maritime vessels interoperable with the specification contained in IEC/ISO/IEEE $80005-1^{13}$ standard.

6. One technical interoperable solution with a technical specification for shore-side electricity supply for inland waterway vessels interoperable with the specification contained in standard EN15869-2:2010 or its later edition and an additional standard for inland waterway vessels with higher power requirements.

In addition, the ESOs are requested to:

7. Establish technical specifications as a recommended interoperable solution for Alternate Current (AC) normal recharging points for L-category motor vehicles.

8. Adopt an amendment to EN 62196-2 or otherwise supplement the said EN for the "Category type 2" socket outlet to include interoperable technical specifications with an optional solution for mechanical shutters

4.1.3. European standards for hydrogen supply

The relevant ESOs shall develop European standards containing one technical interoperable solution with technical specifications to supplement or to update Article 5 and Annex III point 2.

 ¹² IEC/TS 61980-3 Ed. 1.0, Electric vehicle wireless power transfer (WPT) systems - Part 3 specific requirements for the magnetic field power transfer systems.
¹³ IEC/ISO/IEEE 80005-1 Ed. 1.0, Utility connections in port - Part 1: High Voltage Shore Connection

³ IEC/ISO/IEEE 80005-1 Ed. 1.0, Utility connections in port - Part 1: High Voltage Shore Connection (HVSC) Systems - General requirements

The relevant ESOs shall keep the European standards referred to in the technical specifications set out in Annex III.2 of the Directive up to date and revise them as appropriate.

More specifically, the ESOs are requested to ensure the availability of a harmonised single solution based on international standards whenever possible, for:

1. One technical interoperable solution with a technical specification for outdoor hydrogen refuelling points dispensing gaseous hydrogen compatible with ISO/TS $20100:2008^{14}$ or its later edition

2. One technical interoperable solution with a technical specification for hydrogen purity dispensed by hydrogen refuelling points compatible with ISO 14687-2:2012¹⁵

3. One technical interoperable solution with a technical specification for fuelling algorithms and equipment of hydrogen refuelling points compatible with ISO/TS $20100:2008^{16}$ or its later edition

4. One technical interoperable solution with a technical specification for connectors for vehicles for the refuelling of gaseous hydrogen compatible with ISO $17268:2012^{17}$

4.1.4. European standards for natural gas supply for road and waterborne transport

The relevant ESOs shall develop European standards containing technical interoperable specifications with a single solution. The European standards must be compatible with the relevant international standards, to supplement Article 6 and Annex III points 3.1, 3.2 and 3.3a of the Directive.

The relevant ESOs shall keep the European standards referred to in the technical specifications set out or to be set out in Annex III.3 of the Directive up to date and revise them as appropriate.

More specifically, the ESOs are requested to work on:

1. One technical interoperable solution with a technical specification for liquefied natural gas (LNG) refuelling points for maritime and inland waterway vessels compatible with the specifications developed by ISO/TC 67¹⁸ and other relevant ISO standards for inland waterway vessels.

2. One technical interoperable solution with a technical specification for liquefied natural gas (LNG) connectors and receptacles compatible with the specifications developed by ISO/TC $22.^{1920}$

¹⁴ ISO/TS 20100:2008, Gaseous hydrogen - Fuelling stations

¹⁵ ISO 14687-2:2012, Hydrogen fuel - Product specification - Part 2: Proton exchange membrane (PEM) fuel cell applications for road vehicles

¹⁶ ISO/TS 20100:2008, Gaseous hydrogen - Fuelling stations

¹⁷ ISO 17268:2012, Gaseous hydrogen land vehicle refuelling connection devices

¹⁸ ISO/TC 67, Materials, equipment and offshore structures for petroleum, petrochemical and natural gas industries

¹⁹ ISO/TC 22 Road vehicles

²⁰ ISO/DIS 12617, Liquefied natural gas vehicles - Connector for refuelling vehicles

3. One technical interoperable solution with a technical specification for liquefied natural gas (LNG and L-CNG) refuelling points for motor vehicles compatible with ISO/PC 252²¹²².

4. One technical interoperable solution with a technical specification for compressed natural gas (CNG) refuelling points for motor vehicles compatible with ISO/PC 252^{2324} .

5. One technical interoperable solution with a technical specification for CNG connectors and receptacles compatible with UN ECE Regulation 110^{25} (referring to ISO 14469, parts 1^{26} and 2^{27}).

4.2. Requirements for the standardisation work

4.2.1. Project planning

The relevant ESOs shall ensure that an appropriate and continuous overall project planning is in place for the execution of this standardisation request. A work plan which describes, among others things, tasks, milestones, estimated or allocated resources, estimated or actual deadlines and timeframes as well as contact points shall be made accessible to the Commission.

4.2.2. *Provision of the work programme*

On the basis of the requirements given in clause 4.1 to this request and according to Appendix I to this request, the relevant ESOs shall prepare a joint preliminary work programme indicating all requested work items, responsible ESOs and their technical bodies and a tentative timetable for the execution of the work (deadlines for enquiry and formal vote) in order to respect the deadlines given in Appendix I. The requested technical specifications for each supply category I to III as indicated in Appendix I can be delivered in one or several individual standards.

The preliminary work programme shall give a clear description of the work to be done, which is necessary to meet the objectives of this mandate, with indication of all deliverables, milestones, priorities, timetables, justifications and, where appropriate, proposals for its execution in phases which should include the relevant timetables.

²¹ ISO/PC 252 Natural gas fuelling stations for vehicles

²² ISO/DIS 16924 Natural gas fuelling stations - LNG stations for fuelling vehicles

²³ ISO/PC 252 Natural gas fuelling stations for vehicles

²⁴ ISO/DIS 16923 Natural gas fuelling stations - CNG stations for fuelling vehicles

²⁵ Regulation No 110 of the Economic Commission for Europe of the United Nations (UN/ECE) — Uniform provisions concerning the approval of: I. specific components of motor vehicles using compressed natural gas (CNG) in their propulsion system; II. vehicles with regard to the installation of specific components of an approved type for the use of compressed natural gas (CNG) in their propulsion system,

http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2011:120:0001:0108:EN:PDF

²⁶ ISO 14469-1:2004, Road vehicles -- Compressed natural gas (CNG) refuelling connector -- Part 1: 20 MPa (200 bar) connector

 ²⁷ ISO 14469-2:2007, Road vehicles -- Compressed natural gas (CNG) refuelling connector -- Part 2: 20 MPa (200 bar) connector, size 2

The preliminary work programme shall be based on the analysis of existing national, European and international standards and of other available technical specifications. To the extent possible, European standards should be compatible with ISO standards. Before providing this work programme the relevant ESOs shall ensure a wide and transparent consultation of the European stakeholders through its members and/or by arranging dedicated public workshops. The preliminary work programme shall provide clear terms of reference to the responsible technical bodies in order to fulfil the requirements given in clause 4.1 of this request.

4.2.3. Development of standards

The mandated work programme provided on the basis of clause 4.2.2 and as agreed according to clause 5.4 will be the basis for the standardisation work.

This request concerns the adoption of standards for mature technologies already validated and whose environmental and technical performances have been proved. The request also concerns standards for technologies currently being developed. In this latter case the relevant standards may be developed in parallel with the development of the related technologies; however, the standards shall only be adopted when the technologies at stake are validated and their environmental and technical performances have been proved.

The preservation of the existing investments made for the refuelling and recharging infrastructures defined in the Directive shall be ensured.

The relevant ESOs shall report annually to the Commission on the execution of the mandated work programme and make recommendations in case potential difficulties arise.

4.2.4. *Cooperation with research facilities*

During their work on the standardisation request the relevant ESOs have the possibility, in accordance with Article 9 of Regulation (EU) No 2012/1025, to consult the European Commission DG Joint Research Centre. In case the JRC lacks the specific competences required for this purpose, the JRC will consult with other organisations of proven scientific and technical relevance and provide feedback to the relevant ESOs.

5. ARRANGEMENTS FOR THE EXECUTION OF THIS REQUEST

5.1. General conditions for executing this standardisation request

General conditions for the execution of the Commission's standardisation requests apply during the standardisation work.

5.2. Project planning

The **joint work plan** shall be made available for the Commission at the same time when communicating interim and annual reports according to clause 5.5.

5.3. Provision of the work programme

The **joint preliminary work programme** shall be sent to the Commission no later than six (6) months after the notification of this standardisation request by the Commission.

5.4. Agreement on the mandated work programme

The Commission will inform the relevant ESOs no later than one (1) month after receiving the preliminary work programme on the work items to be included in the mandated work programme including any priorities to be observed during the work.

5.5. Reporting

The relevant ESOs shall give the **first joint annual report fourteen (14) months** after the notification of this standardisation request by the Commission.

The relevant ESOs shall give the **joint final report** no later than two (2) months after all European standards identified in the mandated work programme are published.

5.6. Other provisions

During its execution, the relevant ESOs shall maintain continuous liaisons with the Commission service responsible for this standardisation request.

Possible disagreements and disputes on the interpretations of the requirements given in this standardisation request shall be addressed to the Commission service responsible for this standardisation requests, thereby always informing the standardisation unit of Enterprise and Industry Directorate General.

The relevant ESOs shall provide to the Commission the titles of European standards in all the official languages of the European Union.

The publication deadlines for the technical specifications relating to each standard established in Appendix I shall be deemed mandatory.

APPENDIX I REQUESTED WORK PROGRAMME

Reference information	Publication ²⁸				
I European standards (ENs) on electricity supply					
1. A European standard containing technical specifications with a single solution for wireless recharging for passenger cars and light duty vehicles interoperable with the specification contained in IEC/TS 61980-3 Ed. 1.0 or its later edition	31/12/2019				
2. A European standard containing technical specifications with a single solution for battery swapping for electric vehicles	31/12/2019				
3. A European standard containing technical specifications with a single solution for electric bus supply connectors and socket outlet. If feasible, this technical interoperable solution should be based on the standard developed for electric passenger cars and light duty vehicles	31/12/2016				
4. A European standard containing technical specifications with a single solution for electric bus wireless recharging	31/12/2019				
5. A European standard containing technical specifications with a single solution for shore-side electricity for maritime vessels	31/12/2018				
6. A European standard containing a technical specifications with a single solution for shore- side electricity supply for inland waterway vessels with higher power requirements in addition to standard EN15869-2:2010 or its later edition	31/12/2018				
7. Establish technical specifications as a recommended interoperable solution for Alternate Current (AC) normal recharging points for L-category motor vehicles	31/12/2015				

²⁸ "Publication" makes reference to the moment when the relevant ESO makes a standard available for its members or to the public.

8. Adopt an amendment to EN 62196-2 or otherwise supplement the said EN for the "Category type 2" socket outlet to include interoperable technical specifications with an optional solution for mechanical shutters	31/12/2015					
II European standards (ENs) on hydrogen supply						
1. A European standard containing technical specifications with a single solution for outdoor hydrogen refuelling points dispensing gaseous hydrogen	31/12/2016					
2. A European standard containing technical specifications with a single solution for hydrogen purity dispensed by hydrogen refuelling points	31/12/2016					
3. A European standard containing technical specifications with a single solution for employ fuelling algorithms and equipment	31/12/2016					
4. A European standard containing technical specifications with a single solution for Connectors for vehicles for the refuelling of gaseous hydrogen	31/12/2016					
III European standards (ENs) on natural gas supply						
1. A European standard (EN) for Liquefied Natural Gas (LNG) refuelling points for maritime and inland waterway vessels	31/12/2017					
2. A European standard (EN) for Liquefied Natural Gas (LNG) connectors and receptacles	31/12/2016					
3. A European standard (EN) for Liquefied Natural Gas (LNG and L-CNG) refuelling points for motor vehicles	31/12/2016					
4. A European standard for Compressed Natural Gas (CNG) refuelling points for motor vehicles	31/12/2016					
5. A European standard (EN) for Compressed Natural Gas (CNG) connectors and receptacles	31/12/2016					