NOTIFICATION

The following notification is being circulated in accordance with Article 10.6

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| **1.** | **Notifying Member:** Denmark **If applicable, name of local government involved (Article 3.2 and 7.2):**  |
| **2.** | **Agency responsible:** Ministry of TransportFrederiksholms Kanal 27 FDK-1220 Copenhagen KPhone: + 45 41 71 27 00E-mail: trm@trm.dk**Name and address (including telephone and fax numbers, email and website addresses, if available) of agency or authority designated to handle comments regarding the notification shall be indicated if different from above:** Danish Business AuthorityLangelinie Allé 17DK-2100 Copenhagen ØDenmarkPhone: +45 35 29 10 00E-mail: notifikationer@erst.dk |
| **3.** | **Notified under Article 2.9.2 [****X],** **2.10.1 [****],** **5.6.2 [****],** **5.7.1 [****],** **other****:**  |
| **4.** | **Products covered (HS or CCCN where applicable, otherwise national tariff heading. ICS numbers may be provided in addition, where applicable):** The notification covers recharging points accessible to the public. |
| **5.** | **Title, number of pages and language(s) of the notified document:** Forslag til lov om infrastruktur for alternative drivmidler til transport. (73 page(s), in Danish) |
| **6.** | **Description of content:** The legislative proposal means that for recharging at publicly accessible recharging points located on public land or which have received public subsidies, operators of recharging points shall accept electronic payments via terminals or devices used for payment services, including at least payment card readers with or without a contactless function, cf. § 7(1) of the Act.The legislative proposal allows operators of publicly accessible recharging points with a power of less than 50 kW to choose to offer the provision of recharging services (roaming) as an exception to the general rule of payment via payment card readers, cf. § 7(2) and § 7(3) of the Act. The operator of the recharging point may choose whether to offer bilateral roaming, see § 8 of the Act, or whether hub-based roaming is to be offered, see § 9 of the Act.The legislative proposal authorizes the Minister for Transport to lay down rules requiring operators of publicly accessible recharging points to show the ad hoc charging price and the total purchase price in a digital display, cf. § 10 of the Act. |
| **7.** | **Objective and rationale, including the nature of urgent problems where applicable:** In order to strengthen the Danish implementation of Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (the AFI Directive), it is intended to open up the recharging market and create transparent prices. The aim is to provide users of electric vehicles an easy access to a single network of publicly accessible recharging points where charging can be carried out on an ad hoc basis at reasonable and non-discriminatory prices. It is therefore proposed that operators of publicly accessible recharging points should provide widespread payment solutions, including accepting regular payment cards for charging by fast chargers when the recharging point is located on public land or a recharging point is established with public subsidies. The Ministry of Transport considers that payment cards are the most common form of payment instrument available to both Danish and foreign users of electric vehicles. In order to ensure easy and equal access to charges for recharging at publicly accessible recharging points on public land for Danish and foreign users, the Ministry of Transport considers that it would be appropriate to lay down requirements for payment card readers. It is also proposed that operators of publicly accessible recharging points with a power of less than 50 kW may choose to offer the provision of charging services (roaming) as an exception to the general rule of payment via payment card readers. The proposed provisions on roaming support the implementation of article 4(8)(2) of the AFI Directive. Access to roaming services can benefit users of electric vehicles, as it will enable users to invoice their consumption at recharging points from different operators via a single customer relationship and avoid having to pay the recharging point operator directly. It is also proposed that recharging points accessible to the public should display a list price per kWh and the total purchase price in an electronic display. The provision on signage of prices in electronic display is established with a view to promoting an open and transparent charging market in Denmark and in order to support the existing implementation of Article 4(10) of the AFI Directive on easily and clearly comparable, transparent and non-discriminatory charging prices.; Consumer information, labelling |
| **8.** | **Relevant documents:** Forslag til lov om infrastruktur for alternative drivmidler til transport.If the Parliament passes the Act, the Act will be published in [www.lovtidende.dk.](http://www.lovtidende.dk.) The draft Act can be found in www.ft.dk. The impact assessment can be found in sections 4-11 of the legislative proposal. |
| **9.** | **Proposed date of adoption:** 23 March 2022**Proposed date of entry into force:** 1 April 2022 |
| **10.** | **Final date for comments:** 22 March 2022 |
| **11.** | **Texts available from: National enquiry point [****X]** **or address, telephone and fax numbers and email and website addresses, if available, of other body:** Danish Standards Göteborg Plads 1Nordhavn DK-2150 + (45) 39 96 61 40 + (45) 39 96 61 01 (Fax)wto@ds.dk<http://www.ds.dk><https://www.ft.dk/samling/20211/lovforslag/l112/index.htm><https://members.wto.org/crnattachments/2022/TBT/DNK/22_1483_00_e.pdf> |