SECOND SUPPLEMENT TO THE GIBRALTAR GAZETTE

No. 5289 GIBRALTAR Thursday 19th March 2026

LEGAL NOTICE NO. 49 OF 2026

ENVIRONMENT ACT 2005

ENVIRONMENT (DEPLOYMENT OF ALTERNATIVE FUELS INFRASTRUCTURE) (AMENDMENT) REGULATIONS 2026

In exercise of the powers conferred on it by section 18(c) of the Environment Act 2005, and all other enabling powers, and in order to implement in the Law of Gibraltar Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, the Government has made these Regulations-

Title.

1. These Regulations may be cited as the Environment (Deployment of Alternative Fuels Infrastructure) (Amendment) Regulations 2026.

Commencement.

2. These Regulations come into operation on the date of publication.

Amendment of the Environment (Deployment of Alternative Fuels Infrastructure) Regulations 2016.

3. The Environment (Deployment of Alternative Fuels Infrastructure) Regulations 2016 are amended in accordance with the provisions of these Regulations.

Amendment of Regulation 2.

4. In regulation 2–

(a) Before the definition of "alternative fuels" insert-

> ""ad hoc price" means the price charged by the operator of a recharging or refuelling point to an end user for recharging or refuelling on an ad hoc basis;
>
> "aircraft contact stand" means a stand in a designated area of the airport apron equipped with a passenger boarding bridge;
>
> "aircraft remote stand" means a stand in a designated area of the airport apron not equipped with a passenger boarding bridge;";

(b) Replace the definition of "alternative fuels" with-

""alternative fuels" means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy used for 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, trains, vessels or aircraft-

(i) electricity;

(ii) hydrogen;

(iii) ammonia;

(b) renewable fuels-

(i) biomass fuels, including biogas, and biofuels as defined in Article 2, points (27), (28) and (33), respectively, of Directive (EU) 2018/2001;

(ii) synthetic and paraffinic fuels, including ammonia, produced from renewable energy;

(c) non-renewable alternative fuels and transitional fossil fuels-

(i) natural gas in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG));

(ii) liquefied petroleum gas (LPG);

(iii) synthetic and paraffinic fuels produced from non-renewable energy;";

(c) After the definition of "alternative fuels" insert-

""battery electric vehicle" means an electric vehicle that runs exclusively on the electric motor, with no secondary source of propulsion;

"bi-directional recharging" means a smart recharging operation where the direction of the electricity flow can be reversed, allowing that electricity flows from the battery to the recharging point it is connected to;

"commercial air transport" means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;

"connector" means the physical interface between the recharging or refuelling point and the vehicle through which the fuel or electric energy is exchanged;

"container ship" means a ship designed exclusively for the carriage of containers in holds and on deck;

"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 in order to start and stop the recharging session and to measure electricity flows;";

(d) Delete the definition of "Directive";

(e) After the definition of "digitally-connected recharging point" insert-

""distribution system operator" means a natural or legal person who is responsible for operating, ensuring the maintenance of and, if necessary, developing the distribution system in a given area and, where applicable, its interconnections with other systems, and for ensuring the long-term ability of the system to meet reasonable demands for the distribution of electricity;

"dynamic data" means data that change often or on a regular basis;";

(f) After the definition of "electric vehicle" insert-

""electricity supply to stationary aircraft" means the supply of electricity through a standardised fixed or mobile interface to an aircraft when stationed at an aircraft contact stand or at an aircraft remote stand;

"end user" means a natural or legal person purchasing an alternative fuel for direct use in a vehicle;

"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 or refuelling service;

"European standard" means a standard adopted by a European standardisation organisation;

"general aviation" means all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire;

"gross tonnage (GT)" means the gross tonnage calculated in accordance with the tonnage measurement regulations contained in Annex I to the International Convention on Tonnage Measurement of Ships, adopted by the International Maritime Organization (IMO) in London on 23 June 1969, or any successor convention;

"heavy-duty vehicle" means a Category M2 motor vehicle, Category M3 motor vehicle, Category N2 motor vehicle or Category N3 motor vehicle as described in Article 4(1) of Regulation (EU) 2018/858;";

(g) After the definition of "high power recharging point" insert-

""high-speed passenger craft" – a 'high-speed craft' as defined in Regulation 1 of Chapter X of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74), which carries more than 12 passengers;

"Identification Registration Organisation" or "IDRO" means the body appointed pursuant to regulation 9A;

"light-duty vehicle" means a Category M1 motor vehicle or Category N1 motor vehicle as described in Article 4(1) of Regulation (EU) 2018/858;

"liquefied methane" means LNG, liquefied biogas or synthetic liquefied methane, including blends of those fuels;

"manufacturer" means a natural or legal person who is responsible for all aspects of the type-approval of a vehicle, system, component or separate technical unit, or the individual vehicle approval, or the authorisation process for parts and equipment, for ensuring conformity of production and for market surveillance matters regarding that vehicle, system, component, separate technical unit, part and equipment produced, irrespective of whether or not that person is directly involved in all stages of the design and construction of that vehicle, system, component or separate technical unit concerned;

"mobility service provider" means a legal person that provides services in return for remuneration to an end user, including the selling of recharging or refuelling services;";

(h) Replace the definition of "normal power recharging point" with-

""normal power recharging point" means a recharging point with a power output less than or equal to 22 kW for the transfer of electricity to an electric vehicle;";

(i) After the definition of "normal power recharging point" insert-

""operator of a recharging point" means the entity that is responsible for the management and operation of a recharging point and that provides a recharging service to end users, including in the name and on behalf of a mobility service provider;

"operator of a refuelling point" means the entity that is responsible for the management and operation of a refuelling point and that provides a refuelling service to end users, including in the name and on behalf of a mobility service provider;

"passenger ship" means a ship which carries more than 12 passengers, including cruise ships, high-speed passenger crafts and ro-ro passenger ships;

"payment service" means any business activity set out in Schedule 3;

"plug-in hybrid vehicle" means an electric vehicle with a conventional combustion engine combined with an electric propulsion system which can be recharged from an external electric power source;";

(j) After the definition of "policy framework" insert-

""power output" means the theoretical maximum power, expressed in kW, that a recharging point, station or pool, or a shore-side electricity supply installation can provide to vehicles or vessels connected to that recharging point, station, pool or installation;

"publicly accessible alternative fuels infrastructure" means an alternative fuels infrastructure which is located at a site or premises that are open to the general public, irrespective of whether the alternative fuels infrastructure is located on public or private property, whether limitations or conditions apply in terms of access to the site or premises and irrespective of the applicable use conditions of the alternative fuels infrastructure;

"Quick Response code (QR code)" means an ISO/IEC 18004:2015-compliant encoding and visualisation of data;

"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 commercial relationship with the operator of that recharging point that goes beyond the mere purchase of the recharging service;";

(k) Replace the definition of "recharging point" with-

""recharging point" means a fixed or mobile, on-grid or off-grid interface for the transfer of electricity to an electric vehicle which, although it may

have one or more connectors to accommodate different connector types, is capable of recharging only one electric vehicle at a time, and which excludes devices with a power output less than or equal to 3,7 kW the primary purpose of which is not the recharging of electric vehicles;";

(l) Delete the definition of "recharging or refuelling point accessible to the public";

(m) After the definition of "recharging point" insert-

""recharging service" means the sale or provision of electricity, including related services, through a publicly accessible recharging point;

"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;

"recharging station" means a physical installation at a specific location, consisting of one or more recharging points;

"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 commercial relationship with the operator of that refuelling point that goes beyond the mere purchase of the refuelling service;";

(n) Replace the definition of "refuelling point" with-

""refuelling point" means a refuelling facility for the provision of any liquid or gaseous fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle, one train, one vessel or one aircraft at a time;";

(o) Delete the definition of "refuelling point for LNG".

(p) After the definition of "refuelling point" insert-

""refuelling service" means the sale or provision of any liquid or gaseous fuel through a publicly accessible refuelling point;

"refuelling station" means a single physical installation at a specific location, consisting of one or more refuelling points;

"Regulation" means Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, as may be amended from time to time;

"renewable energy" or 'energy from renewable sources' means energy from renewable non-fossil sources, namely wind, solar (solar thermal and solar

photovoltaic) and geothermal energy, ambient energy, tide, wave and other ocean energy, hydropower, biomass, landfill gas, sewage treatment plant gas, and biogas;

"ro-ro passenger ship" means a ship with facilities to enable road or rail vehicles to roll on and roll off the vessel which carries more than 12 passengers;";

(q) After the definition of "shore-side electricity supply" insert-

""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;

"static data" means data that do not change often or on a regular basis;".

Amendment of Regulation 3.

5.(1) In subregulation (a) for "seeks to contribute to the establishment of a common framework of measures" substitute "establishes mandatory targets leading to the deployment of sufficient alternative fuels infrastructure for road vehicles, vessels and stationary aircraft and contributes to a common framework of measures".

(2) In subregulation (b) "user information requirements" insert "data provision and payment requirements for alternative fuels infrastructure".

Amendment of Regulation 4.

6.(1) In subregulation (2)(b) for "sub-regulations (1), (2), (3) and (7) of regulation 5, sub-regulations (1) to (7) of regulation 7 and, where applicable, regulation 6(1)" substitute "regulations 5, 5A, 5B, 6, 7, 7A and 7B".

(2) After subregulation (2)(e) insert-

"(ea) measures, planned or adopted, to promote a sufficient number of publicly accessible high-power recharging points;

(eb) measures, planned or adopted, necessary to ensure that the deployment and operation of recharging points, including the geographical distribution of bidirectional recharging points, contribute to the flexibility of the energy system and to the penetration of renewable electricity into the electric system;

(ec) measures to ensure that publicly accessible recharging and refuelling points for alternative fuels are accessible to older persons, persons with reduced mobility and persons with disabilities;

(ed) measures, planned or adopted, to remove possible obstacles with regard to planning, permitting, procuring and operating of alternative fuels infrastructure;".

(3) For subregulation (2)(g) substitute-

"(g) an overview of the state of play, perspectives and planned measures in respect of the deployment of alternative fuels infrastructure in maritime ports, including for shore-side electricity supply for use by seagoing vessels;".

(4) In subregulation (2)(g), delete "and".

(5) In subregulation (2)(h) for "." substitute "; and".

(6) After subregulation (2)(h) insert-

"(i) an overview of the state of play, perspectives and planned measures in respect of deployment of alternative fuels infrastructure in airports other than for electricity supply to stationary aircraft.".

(7) In subregulation (6) after "by means of consultations or joint policy frameworks to ensure that the measures required to achieve the objectives of these Regulations are coherent and coordinated." insert "In particular, the Government shall cooperate on establishing strategies on the use of alternative fuels and on the deployment of corresponding infrastructure in waterborne transport.".

(8) After subregulation (8) insert-

"(9) The Government shall make its policy framework publicly available and shall ensure that the public is given early and effective opportunities to participate in the preparation of the policy framework.

(10) The policy framework shall not permit any regression from existing environmental standards or infrastructure deployment levels, save where strictly necessary and accompanied by compensatory measures to maintain or enhance the overall level of environmental protection.".

Amendment of Regulation 5.

7.(1) For the heading of regulation 5 substitute "Recharging infrastructure for electric vehicles.".

(2) In subregulation (1) after "in order to ensure that electric vehicles can circulate at least in urban/suburban agglomerations and other densely populated areas" insert "and that they provide sufficient power output for those vehicles".

(3) After subregulation (2) insert-

"(2A) The Government shall ensure that, at the end of each year, starting from 2026, the following power output targets are met cumulatively-

(a) for each light-duty battery electric vehicle registered in Gibraltar, a total power output of at least 1.3 kW is provided through publicly accessible recharging stations; and

(b) for each light-duty plug-in hybrid vehicle registered in Gibraltar, a total power output of at least 0.80 kW is provided through publicly accessible recharging stations.

(2B) The Minister may submit a reasoned request to the Government for authorisation to apply lower requirements than the power output targets set out in sub-regulation (2A) or to cease to apply those targets, where-

(a) the share of light-duty battery electric vehicles compared to the total fleet of light-duty vehicles registered in Gibraltar has reached at least 15%; and

(b) the Government can duly justify the request on the basis that market conditions, including the installation of a high number of private recharging points, means that the requirements could have adverse effects by discouraging private investments or by resulting in oversupply.".

(4) In subregulation (4) for "point 1.1 of Schedule 2" substitute "paragraph 1.1 of Part 1 of Schedule 2".

(5) In subregulation (5) for "point 1.2 of Schedule 2" substitute "paragraph 1.2 of Part 1 of Schedule 2".

(6) After subregulation (9) insert-

"(9A) On a date to be published in the Gazette by the Minister, operators of recharging points shall ensure that all publicly accessible recharging points operated by them are digitally-connected recharging points.

(9B) Operators of recharging points shall ensure that all publicly accessible recharging points operated by them and built from the date of commencement of these Regulations or renovated thereafter are capable of smart recharging.

(9C) On a date to be published in the Gazette by the Minister, the 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.".

Insertion of new regulations 5A and 5B.

8. After regulation 5 insert-

"Recharging infrastructure for heavy-duty electric vehicles.

5A.(1) The Government shall ensure a minimum coverage of publicly accessible recharging points dedicated to heavy-duty electric vehicles in Gibraltar.

(2) The Government shall ensure that-

(a) by a date to be published by the Minister in the Gazette, in Gibraltar publicly accessible recharging points dedicated to heavy-duty electric vehicles with an aggregated power output of at least 900 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW;

(b) by 31 December 2030, in Gibraltar publicly accessible recharging points dedicated to heavy-duty electric vehicles with an aggregated power output of at least 1,800 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW.

Recharging infrastructure requirements.

5B.(1) 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.

(2) At publicly accessible recharging points, recharging on an ad hoc basis shall be possible using a payment instrument that is widely used, and to that end, operators of recharging points shall accept electronic payments at those points 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;

(c) for publicly accessible recharging points with a power output below 50 kW, devices using an internet connection and allowing for secure payment transactions such as those generating a specific Quick Response code.

(3) The requirements laid down in subregulation (2) shall not apply to publicly accessible recharging points that do not require payment for the recharging service.

(4) Operators of publicly accessible recharging points shall clearly display the ad hoc price per kWh at all recharging stations operated by them, in such a way that the price is known to end users before they initiate a recharging session.

(5) Operators of publicly accessible recharging points with a power output of 50 kW or more shall, at the recharging stations operated by them, make the information on the ad hoc price clearly and easily available, with all its price components, so

that the information is known to end users before they initiate a recharging session, presented in the following order-

(a) price per kWh;

(b) price per minute;

(c) price per session; and

(d) any other price component that applies.

(6) Prices charged by mobility service providers to end users shall be reasonable, transparent and non-discriminatory.

(7) Mobility service providers shall make available to end users, prior to the start of an intended recharging session, all price information specific to that recharging session, through freely available, widely supported electronic means, clearly distinguishing all price components, including applicable e-roaming costs and other fees or charges applied by the mobility service provider.

(8) The Government shall ensure that its authorities regularly monitor the recharging infrastructure market, and in particular that they monitor the compliance of operators of recharging points and mobility service providers with sub-regulations (4), (5), (6) and (7).".

Amendment of Regulation 6.

9.(1) For the heading of regulation 6 substitute "**Hydrogen refuelling infrastructure for road vehicles.**".

(2) After subregulation (1) insert-

"(1A) The Government shall ensure that an analysis is carried out to determine the best location for such refuelling stations and that the analysis examines in particular the deployment of such refuelling stations in multimodal hubs where other transport modes could also be supplied.

(1B) 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.".

(3) In subregulation 6(2) for "point 2 of Schedule 2" substitute "Part 3 of Schedule 2.".

(4) After subregulation (2) insert-

"(3) Operators of hydrogen refuelling points shall, at the publicly accessible refuelling points operated by them, provide end users with the possibility to refuel on an ad hoc basis.

(4) Ad hoc refuelling shall be possible at all publicly accessible hydrogen refuelling points using a payment instrument that is widely used. To that end, operators of those points shall 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.".

Amendment of Regulation 7.

10.(1) For the heading of regulation 7 substitute "**Natural gas and liquefied methane supply for transport.**".

(2) In subregulation (1) insert ", where there is demand, unless the costs of doing so are disproportionate to the benefits, including environmental benefits" after "31 December 2025".

Insertion of new Regulations 7A and 7B

11. After regulation 7 insert-

"**Shore-side electricity supply in maritime ports.**

7A.(1) The Government shall ensure that a minimum shore-side electricity supply for seagoing container ships and seagoing passenger ships is provided in maritime ports.

(2) The Government shall take the necessary measures to ensure that by 31 December 2029-

(a) if the annual number of port calls of ships that are moored at the quayside, averaged over the last three years, by seagoing container ships above 5,000 gross tonnes is above 100, the maritime port is equipped to provide each year shore-side electricity supply for at least 90% of the total number of port calls of seagoing container ships above 5,000 gross tonnes that are moored at the quayside;

(b) if the annual number of port calls of ships that are moored at the quayside, averaged over the last three years, by seagoing ro-ro passenger ships above 5,000 gross tonnes and seagoing high-speed passenger craft above 5,000 gross tonnes is above 40, the maritime port is equipped to provide each year shore-side electricity supply for at least

90% of the total number of port calls of such vessels that are moored at the quayside;

(c) if the annual number of port calls of ships that are moored at the quayside, averaged over the last three years, by seagoing passenger ships above 5,000 gross tonnes other than seagoing ro-ro passenger ships and seagoing high-speed passenger craft is above 25, the maritime port is equipped to provide each year shore-side electricity supply for at least 90% of the total number of port calls of such vessels that are moored at the quayside.

(3) The Government shall ensure that shore-side electricity supply installations for maritime transport deployed or renewed comply with the technical specifications set out in Part 5 of Schedule 2.

(4) As of 1 January 2030 at the latest, the Government shall take the necessary measures to ensure that the electricity supplied pursuant to sub-regulation (2) originates from the electricity grid or is generated on site without using fossil fuels.

(5) Subregulation (2) shall not apply where the maritime port is not connected directly to Gibraltar's electricity grid, or where there is insufficient locally generated electricity capacity from non-fossil energy sources, until such time as such connection has been completed or there is sufficient locally generated capacity.

Electricity supply to stationary aircraft.

7B.(1) The Government shall ensure that, at Gibraltar International Airport, the provision of electricity supply to stationary aircraft is ensured as follows-

(a) at all aircraft contact stands used for commercial air transport operations to embark or disembark passengers or to load or unload goods;

(b) by 31 December 2029, at all aircraft remote stands used for commercial air transport operations to embark or disembark passengers or to load or unload goods.

(2) The Government may exempt Gibraltar International Airport from the obligation to supply electricity to stationary aircraft at all aircraft remote stands if the airport has fewer than 10,000 commercial flight movements per year, averaged over the last three years.

(3) Subregulation (1) shall not apply to specially dedicated de-icing stands, stands inside designated military areas and stands specially dedicated to general aviation aircraft below 5.7 tonnes of maximum take-off weight.

(4) As of 1 January 2030, at the latest, the Government shall take the necessary measures to ensure that the electricity supplied pursuant to sub-regulation (1)

originates from the electricity grid or is generated on site without using fossil fuels.".

Amendment of Regulation 8.

12.(1) In subregulation (2) insert "(by recharging and refuelling point operators)" after "refuelling and recharging points".

(2) In subregulation (4) for "The supply of information referred to in sub-regulations (1) to (3) shall be based on the labelling provisions regarding fuel compliance under standards of the ESOs setting the technical specifications of fuels and where such standards refer to" substitute "Whether vehicles and infrastructures or fuels and vehicles are compatible shall be determined in compliance with the applicable technical specifications. Where such technical specifications refer to".

(3) Replace subregulation (4)(a) with-

"(a) by refuelling point operators, on corresponding pumps and their nozzles at all refuelling points operated by them, from the date on which fuels are placed on the market;".

(4) Replace subregulation (4)(b) with-

"(b) by manufacturers, 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.".

(5) In subregulation (5), for "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 and the display of this information shall not mislead or confuse the user" substitute "When fuel prices are shown at a refuelling station, the Government shall ensure that a comparison of the relevant unit prices is shown, where appropriate, and in particular for hydrogen, for information purposes following the common methodology for alternative fuels unit price comparison.".

Insertion of new Regulation 8A.

13. After regulation 8 insert-

"Data provision.

8A.(1) Operators of publicly accessible recharging points and refuelling points for alternative fuels, or, in accordance with the arrangements between them, the owners of those points, shall ensure the availability of static data and dynamic data concerning alternative fuels infrastructure operated by them, or services inherently linked to such infrastructure that they provide or they outsource, at no cost.

(2) The following data types shall be made available-

(a) static data for publicly accessible recharging points and refuelling points for alternative fuels operated by them-

(i) geographic location of the recharging points and refuelling points for alternative fuels;

(ii) number of connectors;

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

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

(v) opening hours;

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

(i) ID codes, at least of the recharging point operator;

(ii) type of connector;

(iii) type of current (AC/DC);

(iv) maximum power output (kW) of the recharging station;

(v) maximum power output (kW) of the recharging point;

(vi) vehicle type compatibility;

(c) dynamic data for publicly accessible recharging points and refuelling points for alternative fuels operated by them-

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

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

(iii) ad hoc price;

(iv) electricity supplied is 100% renewable (yes/no).

(3) The requirements laid down in subregulation (2)(c) shall not apply to publicly accessible recharging points that do not require payment for the recharging service.

(4) Each operator of publicly accessible recharging and refuelling points for alternative fuels, or, in accordance with the arrangements between them, the owner

of those points, shall set up an Application Programme Interface (API) that provides free and unrestricted access to the data referred to in sub-regulation (2).".

Amendment of Regulation 9.

14.(1) For the heading of regulation 9 substitute "**Reporting**".

(2) For subregulation (1) substitute—

"(1) By 31 December 2027 and every two years thereafter, the Government shall prepare a standalone national progress report on the implementation of the policy framework.".

(3) After subregulation (1) insert-

"(1A) The report shall be drafted in an easily readable and understandable form and shall be made publicly available.".

(4) In subregulation (2) for "reports referred to in sub-regulation (1)" substitute "national progress report".

(5) In subregulation (2) for "include a relevant justification regarding the level of attainment of the targets and objectives for Gibraltar as referred to in regulation 4(2)(b)" substitute "include a relevant justification of the level of achievement of the national targets and objectives referred to in regulation 4(2)(b), as well as an indication of the measures to be taken to achieve those targets and objectives in the future.".

(6) After subregulation (2) insert—

"(3) Every year, the Government shall report the total aggregated recharging power output and the number of publicly accessible recharging points deployed and the number of battery electric vehicles and plug-in hybrid vehicles registered in Gibraltar on 31 December of the previous year.

(4) The Government shall assess how the deployment and operation of recharging 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.

(5) The assessment referred to in subregulation (4) shall take into account all types of recharging points, including those offering smart and bidirectional recharging, and all power outputs, whether public or private, and provide recommendations in terms of type of recharging point, supporting technology and geographical distribution.

(6) The assessment referred to in sub-regulation (4) shall be made publicly available.".

Insertion of new Regulation 9A.

15. After regulation 9 insert—

"Identification Registration Organisation.

9A.(1) The Government shall appoint an Identification Registration Organisation (IDRO).

(2) The IDRO shall issue and manage unique identification (ID) codes to identify at least operators of recharging points and mobility service providers."

Insertion of new Regulation 12.

16. After regulation 11 insert-

"Transitional provisions.

12.(1) Any policy framework adopted under regulation 4 before the commencement of these Regulations shall continue to have effect but shall be reviewed and revised as necessary to comply with the requirements of these amendments.

(2) Any recharging points or refuelling points deployed before the commencement of these Regulations in compliance with the technical specifications then in force shall be deemed to comply with the requirements of these Regulations until such time as they are renewed or replaced.

(3) Any reports submitted under regulation 9 before the commencement of these Regulations shall continue to be valid until the next reporting date under the amended regulation 9."

Amendment of Schedule 1.

16. Replace Schedule 1 with-

"**SCHEDULE 1**

Regulation 9(2)

Report

The national progress report shall contain at least the following elements:

1. Target Setting

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

(i) light-duty vehicles, separately for battery electric light-duty vehicles, plug-in hybrid light-duty vehicles and hydrogen-powered light-duty vehicles;

(ii) heavy-duty vehicles, separately for battery electric heavy-duty vehicles and hydrogen-powered heavy-duty vehicles;

(b) targets for 31 December of the years 2025, 2027, 2030 and 2035 for:

(i) recharging infrastructure dedicated to light-duty electric vehicles: number of recharging stations and power output (classification of recharging stations in accordance with Schedule 3);

(ii) recharging infrastructure dedicated to heavy-duty electric vehicles: number of recharging stations and power output;

(iii) hydrogen refuelling stations: number of refuelling stations, capacity of the refuelling stations and connector provided;

(iv) shore-side electricity supply in the maritime ports, including exact location and capacity of each installation;

(v) electricity supply for stationary aircraft, number of installations at Gibraltar International Airport.

2. Infrastructure Deployment

(a) number of publicly accessible recharging points and recharging stations, separately for light-duty vehicles and heavy-duty vehicles;

(b) number of publicly accessible hydrogen refuelling points;

(c) for alternative fuels infrastructure in ports and airports, the location and capacity of the installation;

(d) for recharging points, specifying the ratio of public to private infrastructure.

3. 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 place permits, certification of the environmental performance of businesses and recharging and refuelling stations concessions.

4. Policy Measures Supporting the Implementation of the Policy Framework

Information on the following measures:

(a) direct incentives for the purchase of means of transport using alternative fuels or for building the infrastructure;

(b) availability of tax incentives to promote means of transport using alternative fuels and the relevant infrastructure;

(c) use of public procurement in support of alternative fuels, including joint procurement;

(d) demand-side non-financial incentives, for example preferential access to restricted areas, parking policy and dedicated lanes.

5. Public Deployment and Manufacturing Support

(a) annual public budget allocated for the deployment of alternative fuels infrastructure, broken down by alternative fuel and by transport mode;

(b) annual public budget allocated to support manufacturing plants for alternative fuel technologies, broken down by alternative fuel;

(c) consideration of any particular needs during the initial phase of the deployment of alternative fuels infrastructure.

6. Research, Technological Development and Demonstration (RTD&D)

Annual public budget allocated to support alternative fuels RTD&D.".

Amendment of Schedule 2.

17. Replace Schedule 2 with-

"**SCHEDULE 2**

Regulations 5(4), 5(5), 5(8), 6(2), 7(7), 7A(3)

Technical Specifications

Definitions:

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

(a) 'installed' means the initial placement of all relevant recharging point equipment, including hardware, software and associated electrical infrastructure, such as electricity supply connections, transformers, and other electrical systems, to enable the recharging of electric vehicles;

(b) 'renovated' means a major or complete replacement of relevant recharging point equipment.

1. Recharging points

1.1 Normal-power recharging points for light-duty electric vehicles:

(a) alternating current (AC) normal-power recharging points for light-duty electric vehicles installed or renovated from 8 January 2026 shall be equipped, for interoperability purposes, at least with socket-outlets or vehicle connectors of Type 2 for Mode 3 recharging as described in standard EN IEC 62196-2:2022 or, if their power is less than or equal to 3,7 kW and their primary purpose is the recharging of electric vehicles in Mode 2, with socket-outlets compliant with standard IEC 60884-1:2022; alternating current (AC) normal-power recharging points installed before that date shall continue to comply with standard EN IEC 62196-2:2017 until they are renovated;

(b) direct current (DC) normal-power recharging points for light-duty electric vehicles installed or renovated from 8 January 2026 shall be equipped, for interoperability purposes, at least with vehicle connectors of the combined charging system 'Combo 2' for Mode 4 recharging as described in standard EN IEC 62196-3:2022; direct current (DC) normal-power recharging points installed before that date shall continue to comply with standard EN IEC 62196-3:2014 until they are renovated.

1.2 High-power recharging points for light-duty electric vehicles:

(a) alternating current (AC) high-power recharging points for light-duty electric vehicles installed or renovated from 8 January 2026 shall be equipped, for interoperability purposes, at least with vehicle connectors of Type 2 for Mode 3 recharging as described in standard EN IEC 62196-2:2022; alternating current (AC) high-power recharging points installed before that date shall continue to comply with standard EN IEC 62196-2:2017 until they are renovated;

(b) direct current (DC) high-power recharging points for light-duty electric vehicles installed or renovated from 8 January 2026 shall be equipped, for interoperability purposes, at least with vehicle connectors of the combined charging system 'Combo 2' for Mode 4 recharging as described in standard EN IEC 62196-3:2022; direct current (DC) high-power recharging points installed before that date shall continue to comply with standard EN IEC 62196-3:2014 until they are renovated.

1.3 Recharging points for L-category electric vehicles:

1.3.1 The publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles with a power output less than or equal to 3,7 kW shall be equipped, for interoperability purposes, with at least one of the following:

(a) socket-outlets or vehicle connectors of Type 3A as described in standard EN IEC 62196-2:2022 (for Mode 3 recharging);

(b) socket-outlets compliant with standard IEC 60884-1:2022 (for Mode 1 or Mode 2 recharging).

1.3.2 The publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles above 3,7 kW installed or renovated from 8 January 2026 shall be equipped, for interoperability purposes, at least with socket-outlets or vehicle connectors of Type 2 for Mode 3 recharging as described in standard EN IEC 62196-2:2022; publicly accessible alternating current (AC) recharging points reserved for L-category electric vehicles above 3,7 kW installed before that date shall continue to comply with standard EN IEC 62196-2:2017 until they are renovated.

1.3.3 The publicly accessible direct current (DC) normal-power recharging points and high-power recharging points reserved for L-category electric vehicles installed or renovated from 8 January 2026 shall be equipped, for interoperability purposes, at least with vehicle connectors of the combined charging system 'Combo 2' for Mode 4 recharging as described in standard EN IEC 62196-3:2022; publicly accessible direct current (DC) normal-power recharging points and high-power recharging points installed before that date shall continue to comply with standard EN IEC 62196-3:2014 until they are renovated.

1.4 Normal power recharging points and high-power recharging points for electric buses:

(a) alternating current (AC) normal-power recharging points and high-power recharging points for electric buses that are installed or renovated from 8 January 2026 shall be equipped, for interoperability purposes, at least with connectors of Type 2 for Mode 3 recharging as described in standard EN IEC 62196-2:2022; alternating current (AC) normal-power recharging points and high-power recharging points installed before that date shall continue to comply with standard EN IEC 62196-2:2017 until they are renovated;

(b) direct current (DC) normal-power recharging points and high-power recharging points for electric buses that are installed or renovated from 8 January 2026 shall be equipped, for interoperability purposes, at least with vehicle connectors of the combined charging system 'Combo 2' for Mode 4 recharging as described in standard EN IEC 62196-3:2022; direct current (DC) normal-power recharging points and high-power recharging points installed before that date shall continue to comply with standard EN IEC 62196-3:2014 until they are renovated.

1.5 Contact interface automated device for electric buses on conductive recharging in mode 4, in accordance with standard EN 61851-23-1:2020, shall be equipped at least with mechanical and electrical interfaces, as defined in the standard EN 50696:2021, concerning:

(a) automated connection device (ACD) mounted on the infrastructure (pantograph);

(b) automated connection device (ACD) mounted on the roof of the vehicle;

(c) automated connection device (ACD) mounted underneath the vehicle;

(d) automated connection device (ACD) mounted on the infrastructure and connecting to the side or on the roof of the vehicle.

1.6 High-power recharging points for heavy-duty electric vehicles:

(a) Direct current (DC) high-power recharging points for recharging infrastructure capable of supplying electricity to both light- and heavy-duty electric vehicles shall be equipped, for interoperability purposes, at least with vehicle connectors of the combined charging system 'Combo 2' for Mode 4 recharging as described in standard EN IEC 62196-3:2022.

1.7 Technical specifications for inductive static wireless recharging for light-duty electric vehicles:

1.7.1 Recharging points for light-duty electric vehicles dedicated to inductive static wireless recharging shall comply, for interoperability purposes, with:

(a) EN IEC 61980-1:2021 'Electric vehicle wireless power transfer (WPT) systems – Part 1: General requirements';

(b) EN IEC 61980-2:2023 'Electric vehicle wireless power transfer (WPT) systems – Part 2: Specific requirements for magnetic field wireless power transfer (MF-WPT) system communication and activities';

(c) EN IEC 61980-3:2022 'Electric vehicle wireless power transfer (WPT) systems – Part 3: Specific requirements for magnetic field wireless power transfer (MF-WPT) systems'.

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

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

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

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

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

1.13 Technical specifications for electric road system for dynamic overhead power supply via a pantograph for heavy-duty electric vehicles.

1.14 Technical specifications for electric road system (ERS) for dynamic ground-level power supply through conductive rails for light- and heavy-duty electric vehicles:

Recharging infrastructure for alternating current (AC) and direct current (DC) dedicated to electric road system (ERS) for dynamic ground-level power supply through conductive rails for light- and heavy-duty electric vehicles equipped with ground level current collector devices, to enable conductive current collection by road vehicles from a feeding track integrated in the roadway shall comply, for interoperability purposes, with:

(a) CLC/TS 50717:2022 'Technical requirements for current collectors for ground-level feeding system on road vehicles in operation'.

1.15 Technical specifications for battery swapping for L-category electric vehicles.

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

1.17 If technically feasible, technical specifications for battery swapping for heavy-duty electric vehicles.

1.18 Technical specifications for recharging stations to ensure access to users with disabilities.

2. Technical specifications for communication exchange in the electric vehicle recharging sector

2.1 Technical specifications regarding communication between the electric vehicle and the recharging point (vehicle-to-grid communication):

2.1.1 The publicly accessible recharging points for alternating current (AC) and direct current (DC) for light- and heavy-duty electric vehicles installed or renovated from 8 January 2026 shall comply, for interoperability purposes, at least with the following standards:

(a) EN ISO 15118-1:2019 'Road vehicles – Vehicle to grid communication interface Part 1: General information and use-case definition';

(b) EN ISO 15118-2:2016 'Road vehicles – Vehicle to grid communication Interface Part 2: Network and application protocol requirements';

(c) EN ISO 15118-3:2016 'Road vehicles – Vehicle to grid communication interface Part 3: Physical and data link layer requirements';

(d) EN ISO 15118-4:2019 'Road vehicles – Vehicle to grid communication interface Part 4: Network and application protocol conformance test';

(e) EN ISO 15118-5:2019 'Road vehicles – Vehicle to grid communication interface – Part 5: Physical layer and data link layer conformance test'.

2.1.2 Publicly accessible recharging points for alternating current (AC) and direct current (DC) for light- and heavy-duty electric vehicles installed or renovated from 1 January 2027 shall comply, for interoperability purposes, at least with standard EN ISO 15118-20:2022 'Road vehicles – Vehicle-to-grid communication interface – Part 20: 2nd generation network

layer and application layer requirements'. Where such recharging points offer automatic authentication and authorisation services, such as plug-and-charge, they shall comply, for interoperability and security purposes, with both standard EN ISO 15118-2:2016 and standard EN ISO 15118-20:2022.

2.1.3 Private recharging points for alternating current (AC) and direct current (DC) electric light- and heavy-duty electric vehicles installed or renovated from 1 January 2027 shall comply, for interoperability purposes, at least with the following standards:

(a) EN IEC 61851-1:2019 'Electric vehicle conductive charging system – Part 1: General requirements' (for Mode 2 recharging);

(b) EN ISO 15118-20:2022 'Road vehicles – Vehicle to grid communication interface – Part 20: 2nd generation network layer and application layer requirements' (for Mode 3 or Mode 4 recharging).

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.

3. Technical specifications for hydrogen supply for road transport vehicles

3.1 Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for light-duty vehicles shall comply, for interoperability purposes, at least with the interoperability requirements described in standard EN 17127:2024.

3.2 The quality characteristics of hydrogen dispensed by hydrogen refuelling points for motor vehicles shall comply with the requirements described in standard EN 17124:2022. The methods to ensure that the hydrogen quality is met are also described in the standard.

3.3 The hydrogen refuelling algorithm shall comply with the requirements of standard EN 17127:2024.

3.4 Once the process of certification of standard EN ISO 17268:2020 is concluded, connectors for motor vehicles for the refuelling of gaseous hydrogen shall comply at least with that standard.

3.5 Technical specifications for connectors for refuelling points dispensing gaseous (compressed) hydrogen for heavy-duty vehicles shall comply, for interoperability purposes, at least with the requirements described in standard EN 17127:2024.

3.6 Technical specifications for connectors for refuelling points dispensing liquefied hydrogen for heavy-duty vehicles.

4. Technical specifications for methane for road transport

4.1 Refuelling points for compressed natural gas (CNG) for motor vehicles shall comply with a fuelling pressure (service pressure) of 20,0 MPa gauge (200 bar) at 15 °C. A maximum fuelling pressure of 26,0 MPa with 'temperature compensation' is permitted in accordance with standard EN ISO 16923:2018.

4.2 The connector profile shall comply with Regulation No 110 of the Economic Commission for Europe of the United Nations referring to parts I and II in standard EN ISO 14469:2017.

4.3 Refuelling points for liquefied methane for motor vehicles shall comply with a fuelling pressure lower than the maximum allowable working pressure of the vehicle tank as addressed in standard EN ISO 16924:2018, 'Natural gas fuelling stations – LNG stations for fuelling vehicles'. In addition, the connector profile shall comply with standard EN ISO 12617:2017 'Road vehicles – Liquefied natural gas (LNG) refuelling connector –3,1 MPa connector'.

5. Technical specifications for electricity supply for maritime transport and inland navigation

5.1 Shore-side electricity supply for seagoing ships, including the design, installation and testing of the systems, shall comply at least with the technical specifications of standard IEC/IEEE 80005-1:2019/AMD1:2022 for high-voltage shore connections.

5.2 Plugs, socket-outlets and ship couplers for high-voltage shore connection shall comply at least with the technical specification of standard IEC 62613-1:2019.

5.3 Shore-side electricity supply for inland waterway vessels shall comply at least with the standard EN 15869-2:2019 or standard EN 16840:2017 depending on energy requirements.

5.4 Technical specifications for shore-side battery recharging points for maritime vessels, featuring interconnectivity and system interoperability for maritime vessels.

5.5 Technical specifications for shore-side battery recharging points for inland navigation vessels, featuring interconnectivity and system interoperability for inland navigation vessels.

5.6 Technical specifications for vessel-to-port grid communication interfaces in automated on-shore power supply (OPS) and battery recharging systems for maritime vessels.

5.7 Technical specifications for vessel-to-port grid communication interfaces in automated on-shore power supply (OPS) and battery recharging systems for inland navigation vessels.

5.8 If technically feasible, technical specifications for battery swapping and recharging at onshore stations for inland navigation vessels.

6. Technical specifications for hydrogen bunkering for maritime transport and inland navigation

6.1 Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen for maritime hydrogen-powered vessels.

6.2 Technical specifications for refuelling points and bunkering for gaseous (compressed) hydrogen inland navigation hydrogen-powered vessels.
6.3 Technical specifications for refuelling points and bunkering for liquefied hydrogen for maritime hydrogen-powered vessels.

6.4 Technical specifications for refuelling points and bunkering for liquefied hydrogen inland navigation hydrogen-powered vessels.

7. Technical specifications for methanol bunkering for maritime transport and inland navigation

7.1 Technical specifications for refuelling points and bunkering for methanol for maritime methanol-fuelled vessels.

7.2 Technical specifications for refuelling points and bunkering for methanol for inland navigation methanol-fuelled vessels.

8. Technical specifications for ammonia bunkering for maritime transport and inland navigation

8.1 Technical specifications for refuelling points and bunkering for ammonia for maritime ammonia-fuelled vessels.

8.2 Technical specifications for refuelling points and bunkering for ammonia for inland navigation ammonia-fuelled vessels.

9. Technical specifications for liquefied methane refuelling points for maritime transport and inland navigation

9.1 Refuelling points for liquefied methane for seagoing ships which are not covered by the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) shall comply at least with standard EN ISO 20519:2017.

9.2 Refuelling points for liquefied methane for inland waterway vessels shall comply at least with standard EN ISO 20519:2017 (parts 5.3 to 5.7) for interoperability purposes only.

10. Technical specifications related to fuel labelling

10.1 The ‘Fuels - Identification of vehicle compatibility - Graphical expression for consumer information’ label shall comply with standard EN 16942:2016+A1:2021.

10.2 The ‘Identification of vehicles and infrastructures compatibility - Graphical expression for consumer information on EV power supply’ shall comply at least with standard EN 17186:2019.

10.3 The common methodology for alternative fuels unit price comparison set out by Commission Implementing Regulation (EU) 2018/732.

10.4 Technical specifications for electric recharging stations and hydrogen refuelling facilities for rail transport.

SCHEDULE 3

Schedule 2

Reporting requirements on deployment of electric vehicles and publicly accessible recharging infrastructure

1. The Government must categorise its reporting on the deployment of electric vehicles as follows:

(a) battery electric vehicles, separately for categories M1, N1, M2/3 and N2/3;

(b) plug-in hybrid vehicles, separately for categories M1, N1, M2/3 and N2/3.

2. The Government must categorise its reporting on the deployment of publicly accessible 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 kW	Normal-power recharging point
	Medium-speed AC recharging point, triple-phase	7,4 kW ≤ P ≤ 22 kW	
	Fast AC recharging point, triple-phase	P > 22 kW	High-power recharging point
Category 2 (DC)	Slow DC recharging point	P < 50 kW	

	Fast DC recharging point	50 kW ≤ P < 150 kW	
	Level 1 - Ultra-fast DC recharging point	150 kW ≤ P < 350 kW	
	Level 2 - Ultra-fast DC recharging point	P ≥ 350 kW	

3. The following data must be provided separately for publicly accessible recharging infrastructure dedicated to light-duty vehicles and heavy-duty vehicles:

(a) number of recharging points, to be reported for each of the categories under point 2;

(b) number of recharging stations, to be reported for each of the categories under point 2;

(c) total aggregated power output of the recharging stations.".

Insertion of new Schedule 4.

18. After schedule 3 insert-

"**SCHEDULE 4**

Regulation 2

Payment Services

1. Services enabling cash to be placed on a payment account as well as all the operations required for operating a payment account.

2. Services enabling cash withdrawals from a payment account as well as all the operations required for operating a payment account.

3. Execution of payment transactions, including transfers of funds on a payment account with the user's payment service provider or with another payment service provider:

(a) execution of direct debits, including one-off direct debits;

(b) execution of payment transactions through a payment card or a similar device;

(c) execution of credit transfers, including standing orders.

4. Execution of payment transactions where the funds are covered by a credit line for a payment service user:

(a) execution of direct debits, including one-off direct debits;

(b) execution of payment transactions through a payment card or a similar device;

(c) execution of credit transfers, including standing orders.

5. Issuing of payment instruments and/or acquiring of payment transactions

6. Money remittance.

7. Payment initiation services.

8. Account information services.

Dated: 19th March 2026.

PROF. J CORTES,
Minister with responsibility for the Environment,
for the Government.