



2018/2023(INI)

26.4.2018

AMENDMENTS

1 - 34

Draft opinion

Matthijs van Miltenburg

Deployment of infrastructure for alternative fuels in the European Union: Time to act!

(COM(2017)0652 – 2018/2023(INI))

Amendment 1
Maria Grapini, Christel Schaldemose

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes the Action Plan on Alternative Fuels Infrastructure; stresses also the benefits of low-carbon innovations to the EU's global competitive position and calls for the EU to become a global leader on decarbonisation; urges the Member States and industry, furthermore, to demonstrate an enhanced level of ambition and to speed up its implementation, including by developing efficient, complete and coherent national policy frameworks;

Amendment

1. Welcomes the Action Plan on Alternative Fuels Infrastructure, ***especially keeping in mind the concerns about the climate impacts of gasoline and diesel emissions and persistent dependence on non-renewable and finite resources; notes that a significant lack of infrastructure necessary to refuel and recharge the vehicles and vessels across the EU and insufficient smart grid development create a situation where consumers are unable to participate in the transition***; stresses also the benefits of low-carbon innovations to the EU's global competitive position and ***the Commission's decision to achieve a binding domestic reduction in CO2 of at least 40% by 2030 under the Paris Agreement***; calls for the EU to become a global leader on decarbonisation; urges the Member States and industry, furthermore, to demonstrate an enhanced level of ambition and to speed up its implementation, including by developing efficient, complete and coherent national policy frameworks ***implemented in timely and efficient manner***;

Or. en

Amendment 2
Daniel Dalton

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes the Action Plan on Alternative Fuels Infrastructure; stresses also the benefits of low-carbon innovations

Amendment

1. Welcomes the Action Plan on Alternative Fuels Infrastructure; stresses also the benefits of low-carbon innovations

to the EU's global competitive position and calls for the EU to become a global leader on decarbonisation; urges the Member States and industry, furthermore, to demonstrate an enhanced level of ambition and to speed up its implementation, including by developing efficient, complete and coherent national policy frameworks;

to the EU's global competitive position and calls for the EU to become a global leader on decarbonisation ***whilst maintaining a technology neutral approach***; urges the Member States and industry, furthermore, to demonstrate an enhanced level of ambition and to speed up its implementation, including by developing efficient, complete and coherent national policy frameworks;

Or. en

Amendment 3 **Inese Vaidere**

Draft opinion **Paragraph 1**

Draft opinion

1. Welcomes the Action Plan on Alternative Fuels Infrastructure; stresses also the benefits of low-carbon innovations to the EU's global competitive position and calls for the EU to become a global leader on decarbonisation; urges the Member States and industry, furthermore, to demonstrate an enhanced level of ambition and to speed up its implementation, including by developing efficient, complete and coherent national policy frameworks;

Amendment

1. Welcomes the Action Plan on Alternative Fuels Infrastructure; stresses also the benefits of low-carbon innovations to the EU's global competitive position and ***energy security***; calls for the EU to become a global leader on decarbonisation; urges the Member States and industry, furthermore, to demonstrate an enhanced level of ambition and to speed up its implementation, including by developing efficient, complete and coherent national policy frameworks;

Or. en

Amendment 4 **Philippe Juvin**

Draft opinion **Paragraph 1**

Draft opinion

1. Welcomes the Action Plan on Alternative Fuels Infrastructure; stresses also the benefits of low-carbon innovations

Amendment

1. Welcomes the Action Plan on Alternative Fuels Infrastructure ***and the Commission's willingness to take an***

to the EU's global competitive position and calls for the EU to become a global leader on decarbonisation; urges the Member States and industry, furthermore, to demonstrate an enhanced level of ambition and to speed up its implementation, including by developing efficient, complete and coherent national policy frameworks;

integrated approach in this area; stresses also the benefits of low-carbon innovations to the EU's global competitive position and calls for the EU to become a global leader on decarbonisation ***of the transport sector***; urges the Member States and industry, furthermore, to demonstrate an enhanced level of ambition and to speed up its implementation, including by developing efficient, complete and coherent national policy frameworks;

Or. fr

Amendment 5 **Pascal Durand**

Draft opinion **Paragraph 1**

Draft opinion

1. Welcomes the Action Plan on Alternative Fuels Infrastructure; stresses also the benefits of low-carbon innovations to the EU's global competitive position and calls for the EU to become a global leader on decarbonisation; urges the Member States and industry, furthermore, to demonstrate an enhanced level of ambition and to speed up its implementation, including by developing efficient, complete and coherent national policy frameworks;

Amendment

1. Welcomes the Action Plan on Alternative Fuels Infrastructure; stresses also the benefits of low-carbon innovations to the EU's global competitive position and calls for the EU to become a global leader on decarbonisation; urges the Member States and industry, furthermore, to demonstrate an enhanced level of ambition and to speed up its implementation, including by developing efficient, complete and coherent national policy frameworks ***in order to ensure the necessary stability for investments from both public and private sources***;

Or. en

Amendment 6 **Philippe Juvin**

Draft opinion **Paragraph 1 a (new)**

Draft opinion

Amendment

1a. Finds it regrettable that certain Member States are not more ambitious and that their national policy frameworks are weak; calls on those Member States which are lagging furthest behind to accelerate the transition to a system of clean, low-emissions mobility and to step up the deployment of the interoperable recharging and refuelling infrastructure on which use of the new fuels depends;

Or. fr

**Amendment 7
Pascal Durand**

**Draft opinion
Paragraph 1 a (new)**

Draft opinion

Amendment

1 a. Reminds that in order to comply with the Paris Agreement objectives, greenhouse gas emissions from transport sector will need to be near zero by 2050; highlights therefore that the sustainability of the alternative-fuel based vehicles depends highly on the use of renewable energy sources;

Or. en

**Amendment 8
Inese Vaidere**

**Draft opinion
Paragraph 1 a (new)**

Draft opinion

Amendment

1 a. Appreciates the technology neutral approach taken in the Action Plan which is crucial for the development of a market based alternative fuels infrastructure that includes different technologies and that can a guarantee choice for consumers;

Amendment 9
Inese Vaidere

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1 b. Stresses the correlation between the availability of infrastructure for alternative fuels across the EU and the consumers' acceptance of new mobility systems; notes, for this reason, that it is important to deploy a sufficient coverage that can meet consumers needs;

Or. en

Amendment 10
Daniel Dalton

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Stresses the need for ***a more harmonised EU*** approach, in order to ensure interoperability of payment services, transparent consumer information and cross-border continuity; urges greater collaboration between public and private actors in this respect;

2. Stresses the need for ***an industry-led*** approach, in order to ensure interoperability of payment services, transparent consumer information and cross-border continuity; urges greater collaboration between public and private actors in this respect;

Or. en

Amendment 11
Maria Grapini, Christel Schaldemose, Lucy Anderson

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Stresses the need for a more harmonised EU approach, in order to ensure interoperability of payment services, transparent consumer information and cross-border continuity; urges greater collaboration between public and private actors in this respect;

2. Stresses the need for a more harmonised EU approach ***given the Member States current varying commitment to alternative fuels infrastructures***, in order to ensure interoperability of payment services, transparent consumer information and cross-border continuity; urges greater collaboration between public and private actors in this respect;

Or. en

Amendment 12

Evelyne Gebhardt, Sergio Gutiérrez Prieto, Christel Schaldemose, Lucy Anderson

Draft opinion

Paragraph 2

Draft opinion

2. Stresses the need for a more harmonised EU approach, in order to ensure interoperability of payment services, transparent consumer information and cross-border continuity; urges greater collaboration between public and private actors in this respect;

Amendment

2. Stresses the need for a more harmonised EU approach, in order to ensure interoperability of payment services ***and recharging points***, transparent consumer information and cross-border continuity; urges greater collaboration between public and private actors in this respect;

Or. en

Amendment 13

Evelyne Gebhardt, Sergio Gutiérrez Prieto, Christel Schaldemose, Lucy Anderson

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Underlines the need to strengthen the consumer dimension; points out that due to a lack of common technical standards across the EU it is difficult for users of alternative fuels to fully use the available infrastructure when travelling in the EU and thus encourages the move

towards interoperability also with a view to increase consumer confidence;

Or. en

Amendment 14
Pascal Durand

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Underlines that the availability and accessibility of charging and refuelling infrastructure, both in public and private facilities, are crucial for increasing consumer acceptance towards alternative-fuels vehicles;

Or. en

Amendment 15
Evelyne Gebhardt, Sergio Gutiérrez Prieto, Christel Schaldemose

Draft opinion
Paragraph 2 b (new)

Draft opinion

Amendment

2 b. Welcomes the benefits of conversion to alternative fuels as long as these remain environmentally beneficial and thus points out that fuel conversion systems must ensure that emissions do not increase as a result of conversion; underlines that consumers should dispose of the necessary information in this respect and be aware that liability in a given conversion situation may not be clear, creating potential for confusion or dispute over which the manufacturer is responsible for repair;

Or. en

Amendment 16

Evelyne Gebhardt, Sergio Gutiérrez Prieto, Christel Schaldemose, Lucy Anderson

Draft opinion

Paragraph 3

Draft opinion

3. Stresses the importance of timely, easily understandable and transparent information to consumers; notes the relevance of the planned price comparison between alternative and conventional fuels; requests that this information be collected and processed by an open data platform;

Amendment

3. Stresses the importance of timely, easily understandable and transparent information to consumers; notes the relevance of the planned price comparison between alternative and conventional fuels; requests that this information be collected and processed by an open data platform; ***highlights the special role that smart infrastructure can play in this respect so as to guarantee remotely controlled recharging points while at the same time ensuring compliance to data protection standards;***

Or. en

Amendment 17

Maria Grapini

Draft opinion

Paragraph 3

Draft opinion

3. Stresses the importance of timely, easily understandable and transparent information to consumers; notes the relevance of the planned price comparison between alternative and conventional fuels; requests that this information be collected and processed by an open data platform;

Amendment

3. Stresses the importance of timely, easily understandable, ***available, accessible*** and transparent information to consumers; notes the relevance of the planned price comparison between alternative and conventional fuels ***which has been identified as a significant obstacle to adoption by consumers;*** requests that this information be collected and processed by an open data platform;

Or. en

Amendment 18

Pascal Durand

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Draft opinion
Paragraph 3

Draft opinion

3. Stresses the importance of timely, easily understandable and transparent information to consumers; notes the relevance of the planned price comparison between alternative and conventional fuels; requests that this information be collected and processed by an open data platform;

Amendment

3. Stresses the importance of ***accurate***, timely, easily understandable and transparent information to consumers; notes ***in this respect*** the relevance of the planned price comparison ***as well as external costs*** between alternative and conventional fuels; requests that this information be collected and processed by an open data platform;

Or. en

Amendment 19
Maria Grapini, Christel Schaldemose, Lucy Anderson

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a. Notes that the consumers see real limitations in terms of long journeys, particularly in rural areas, and this creates a major barrier to success; notes that the high cost of transition in rural areas is a significant prohibitive factor in achieving deployment of alternative fuels infrastructure and, therefore, must be taken into account as a matter of urgency;

Or. en

Amendment 20
Daniel Dalton

Draft opinion
Paragraph 4

Draft opinion

Amendment

4. Appreciates the coordination at EU

4. Appreciates the coordination at EU

level; encourages the Commission to assess in the course of 2018 whether interoperability of payment services can be best advanced by *legislative or* non-legislative action, while not hampering market innovation;

level; encourages the Commission to assess in the course of 2018 whether interoperability of payment services can be best advanced by non-legislative action, while not hampering market innovation;

Or. en

Amendment 21 **Maria Grapini**

Draft opinion **Paragraph 5**

Draft opinion

5. Urges the Commission and the Member States to step up financial support for the deployment of alternative fuels infrastructure; notes the relevance of priority-setting in the next MFF; calls on the Member States to acknowledge the positive effects of fiscal incentives.

Amendment

5. Urges the Commission and the Member States to step up financial support for the deployment of alternative fuels infrastructure; ***stresses that a closer cooperation among all relevant stakeholders, especially the car industries and the Commission, should take place in order to achieve the decarbonisation goals***; notes the relevance of priority-setting in the next MFF; calls on the Member States to acknowledge the positive effects of fiscal incentives, ***in order to assure the infrastructure for alternative fuels from the consumers perspective also***.

Or. en

Amendment 22 **Matthijs van Miltenburg, Jasenko Selimovic, Dita Charanzová**

Draft opinion **Paragraph 5**

Draft opinion

5. Urges the Commission and the Member States to step up financial support for the deployment of alternative fuels infrastructure; notes the relevance of priority-setting in the next MFF; calls on

Amendment

5. Urges the Commission and the Member States to step up financial support for the deployment of alternative fuels infrastructure; notes the relevance of priority-setting in the next MFF; calls on

the Member States to acknowledge the positive effects of fiscal incentives.

the Member States to acknowledge the positive effects of fiscal incentives ***for the market up-take of alternative fuel vehicles, as demonstrated by the practice in the Netherlands and Norway.***

Or. en

Amendment 23
Inese Vaidere

Draft opinion
Paragraph 5

Draft opinion

5. Urges the Commission and the Member States to step up financial support for the deployment of alternative fuels infrastructure; ***notes the relevance of priority-setting*** in the next MFF; calls on the Member States to acknowledge the positive effects of fiscal incentives.

Amendment

5. Urges the Commission and the Member States to step up financial support for the deployment of alternative fuels infrastructure; ***particularly stresses the necessity to enhance the EU funding for alternative fuel infrastructure*** in the next MFF; calls on the Member States to acknowledge the positive effects of fiscal incentives.

Or. en

Amendment 24
Pascal Durand

Draft opinion
Paragraph 5

Draft opinion

5. Urges the Commission and the Member States to step up financial support for the deployment of alternative fuels infrastructure; notes the relevance of priority-setting in the next MFF; calls on the Member States to ***acknowledge*** the positive effects of fiscal incentives.

Amendment

5. Urges the Commission and the Member States to ***phase-out direct and indirect subsidies for fossil fuels and*** step up financial support for the deployment of alternative fuels infrastructure; notes the relevance of priority-setting in the next MFF; calls on the Member States to ***assess*** the positive effects of fiscal incentives.

Or. en

Amendment 25
Daniel Dalton

Draft opinion
Paragraph 5

Draft opinion

5. Urges the Commission and the Member States to step up financial support for the deployment of alternative fuels infrastructure; notes the relevance of priority-setting in the next MFF; calls on the Member States to acknowledge the positive effects of fiscal incentives.

Amendment

5. Urges the Commission and the Member States to step up financial support for the deployment of alternative fuels infrastructure; notes the relevance of priority-setting in the next MFF; calls on the Member States to acknowledge the positive effects of fiscal incentives, *grant schemes and public-private partnerships*.

Or. en

Amendment 26
Philippe Juvin

Draft opinion
Paragraph 5

Draft opinion

5. Urges the Commission and the *Member States* to step up financial support for the deployment of alternative fuels infrastructure; notes the relevance of priority-setting in the next MFF; calls on the Member States to acknowledge the positive effects of fiscal incentives.

Amendment

5. Urges the Commission, *Member States* and the *private sector* to step up financial support for the deployment of alternative fuels infrastructure; notes the relevance of priority-setting in the next MFF; calls on the Member States to acknowledge the positive effects of fiscal incentives.

Or. fr

Amendment 27
Philippe Juvin

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5b. Calls on Member States to invest more in the installation of publicly accessible recharging points for electric vehicles.

Or. fr

Amendment 28
Philippe Juvin

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5b. Asks all the Member States to cooperate more closely, particularly within the Sustainable Transport Forum, with a view to establishing and implementing ambitious national action plans and ensuring cross-border continuity.

Or. fr

Amendment 29
Inese Vaidere

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Stresses that with the growing ambitions to decarbonise the transport sector, to ensure the continued movement and operation of vehicles across the Union, it is essential to focus on the quality of alternative fuels and conformity assessment systems for these fuels by introducing uniform requirements for all Member States of the Union.

Or. en

Amendment 30

Matthijs van Miltenburg, Jasenko Selimovic, Dita Charanzová

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Supports a technologically neutral approach, with a particular focus on reducing greenhouse gas emissions; states that the roll-out of digitally connected alternative fuel infrastructure should be regarded in conjunction with the actual number of alternative fuel vehicles.

Or. en

Amendment 31

Philippe Juvin

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. Asks European vehicle manufacturers to bring more electric vehicles onto the market in order to raise their profile in the medium-to-long term, thus encouraging public and private investment in them.

Or. fr

Amendment 32

Maria Grapini

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Calls on the Commission to take into account the geographical difference

of the electricity recharging infrastructure and support and stimulate Member States in investing in the infrastructure needed for the recharging of the vehicles.

Or. en

Amendment 33

Matthijs van Miltenburg, Jasenko Selimovic, Dita Charanzová, Filiz Hyusmenova

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5 b. Encourages the Commission to take advantage of the synergies between European transport, energy and digitalization policies for instance in relation to smart charging and Intelligent Transport Systems.

Or. en

Amendment 34

Maria Grapini

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5 b. Calls on the Commission to provide for a harmonised consumer information strategy on the need to use alternative fuels, data on the recharging points in the Member States and the methods of payment.

Or. en