



2018/2023(INI)

19.6.2018

AMENDMENTS

1 - 51

Draft opinion
Zdzisław Krasnodębski
(PE622.172v01-00)

Deployment of infrastructure for alternative fuels in the European Union: Time to act!
(COM(2017)0652 – 2018/2023(INI))

Amendment 1

Florent Marcellesi

on behalf of the Verts/ALE Group

Draft opinion

Recital A

Draft opinion

A. whereas Member States have adopted their national policy frameworks, which were assessed by the Commission in its recent communication COM(2017)0652;

Amendment

A. whereas Member States have adopted their national policy frameworks, which were assessed by the Commission in its recent communication COM(2017)0652, ***noting that only 8 out of 25 Member States fully meet the NPF requirements set out in Directive 2014/94/EU, and that 2 Member States failed to submit their NPF by 16 November 2016 as provided for in article 3 of Directive 2014/94/EU;***

Or. en

Amendment 2

Barbara Kappel

Draft opinion

Recital A a (new)

Draft opinion

Amendment

Aa. whereas in order to be consistent with the objectives of sustainability, batteries should be produced with the minimum environmental impact inside and outside the Union, especially regarding the process of extraction of raw materials used for the building of the batteries.

Or. de

Amendment 3
Florent Marcellesi
on behalf of the Verts/ALE Group

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. *whereas the transport sector is Europe's main source of carbon emissions and the only sector in which emissions are still rising;*

Or. en

Amendment 4
Barbara Kappel

Draft opinion
Recital A b (new)

Draft opinion

Amendment

Ab. *whereas the decarbonisation of transport in the EU should follow the principle of technological neutrality, thus ensuring a level playing field for the various low emission technologies for clean mobility and encouraging a competitive environment and further innovation in this area;*

Or. de

Amendment 5
Florent Marcellesi
on behalf of the Verts/ALE Group

Draft opinion
Recital A b (new)

Draft opinion

Amendment

Ab. *whereas further coordination at*

EU level is needed in order to ensure the deployment of an adequate infrastructure network for alternative fuels in view of the full decarbonisation of the transport sector by 2050;

Or. en

Amendment 6
Barbara Kappel

Draft opinion
Recital A c (new)

Draft opinion

Amendment

Ac. whereas major European automakers have recently pledged to bring a greater number of battery-electric vehicles into the market by 2020 15;

Or. de

Amendment 7
Barbara Kappel

Draft opinion
Recital A d (new)

Draft opinion

Amendment

Ad. whereas the objectives and the implementation of charging infrastructure for electric vehicles varies significantly from one Member State to another;

Or. de

Amendment 8
Barbara Kappel

Draft opinion
Recital A e (new)

Draft opinion

Amendment

Ae. whereas the majority of Member States have not set targets for CNG vehicles;

Or. de

Amendment 9
Barbara Kappel

Draft opinion
Recital A f (new)

Draft opinion

Amendment

Af. whereas the deployment of refuelling infrastructure for hydrogen-powered fuel cell electric vehicles is optional under Directive 2014/94/EU;

Or. de

Amendment 10
Henna Virkkunen, Krišjānis Kariņš, Francesc Gambús

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. Underlines that although more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new jobs in Europe; calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; calls, therefore, for adequate

deleted

and ambitious EU funding under the next multiannual financial framework to address potential gaps;

Or. en

Amendment 11

Florent Marcellesi

on behalf of the Verts/ALE Group

Draft opinion

Paragraph 1

Draft opinion

1. Underlines that although more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new jobs in Europe; calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework to address potential gaps;

Amendment

1. Underlines that although ***currently*** more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new jobs in Europe; ***underlines the potential of battery and raw materials recycling not at least in the context of the circular economy and sustainable sourcing strategies***; calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework to address potential gaps;

Or. en

Amendment 12

Martina Werner, Răzvan Popa

Draft opinion

Paragraph 1

Draft opinion

1. Underlines that ***although*** more than

Amendment

1. Underlines that ***as currently*** more

65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new jobs in Europe; calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework to address potential gaps;

than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in **required** skills, it is crucial to ensure the momentum to boost our industry, **maintain technological leadership in the automotive sector** and create new **quality** jobs in Europe; calls on the Member States to accelerate the uptake of research related to electro-mobility **including** by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework to address potential gaps;

Or. en

Amendment 13

Morten Helveg Petersen, Pavel Telička, Gerben-Jan Gerbrandy, Carolina Punset

Draft opinion

Paragraph 1

Draft opinion

1. Underlines that although more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new jobs in Europe; calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework to address potential gaps;

Amendment

1. Underlines that although more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new **clean energy** jobs in Europe **as well as to reduce the CO2 emissions in the Transport sector**; calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework to address potential gaps;

Or. en

Amendment 14
Barbara Kappel

Draft opinion
Paragraph 1

Draft opinion

1. Underlines that although more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new jobs in Europe; calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework to address potential gaps;

Amendment

1. Underlines that although more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new jobs in Europe; calls on the Member States to accelerate the uptake of research related to **sustainable** electro-mobility by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework **at national, regional and local level** to address potential **funding** gaps;

Or. de

Amendment 15
Xabier Benito Ziluaga

Draft opinion
Paragraph 1

Draft opinion

1. Underlines that although more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new jobs in Europe; calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework to address potential

Amendment

1. Underlines that although more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new **quality** jobs in Europe; calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework to address potential

gaps;

gaps;

Or. en

Amendment 16
Martina Werner, Răzvan Popa

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Welcomes the aforementioned Commission communication on the deployment of alternative fuels infrastructure, notes, however, that the National Framework Plans (NFPs) do not add up to a sufficient deployment of alternative fuels infrastructure for the projected uptake of alternative-fuel mobility by 2025; therefore calls upon the Commission to require Member States to include in their NFPs mandatory minimum targets, while also taking into account the projected and realised uptake of alternative-fuel vehicles and their technological progress, as well as with a view to realising a trans-European infrastructure network for alternative fuels;

Or. en

Amendment 17
Henna Virkkunen, Krišjānis Kariņš, Francesc Gambús

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Notes that electrification is a necessary step in decarbonising the EU's transport sector and meeting Europe's climate goals. Stresses the importance of

focusing on combining the most effective measures available in order to meet the EU targets, as several low-emission options are available, such as electricity, advanced biofuels, hydrogen and LNG.

Or. en

Amendment 18
Florent Marcellesi
on behalf of the Verts/ALE Group

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Notes that the availability and accessibility of private and public charging and refuelling infrastructures are crucial for increasing the consumer acceptance towards all alternative fuels vehicles; believes that priority should be given to the most emission neutral solutions seen from a full vehicle life-cycle perspective;

Or. en

Amendment 19
András Gyürk

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Calls on all stakeholders to carefully promote electric vehicles, considering the availability and the production circumstances of critical battery construction materials, such as cobalt and lithium.

Or. en

Amendment 20
Florent Marcellesi
on behalf of the Verts/ALE Group

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Urges the EU to decarbonise the transport sector and to meet its targets of a 14 % share of renewable energy in transport by 2030 through the development of sustainability criteria for fuels, based on life-cycle emissions that take into account i.e. the impact of production, as well as the upstream emissions from electricity and manufacturing processes and their impacts on water demand, land use, the environment and the wider community. Additionally, calls on the Commission to come forward with ambitious collection and recycling targets for automotive and industrial batteries and strengthen collection and recycling systems during the upcoming revision of Directive 2006/66/EC on batteries and accumulators and waste batteries and accumulators. This is to ensure that the value of critical raw materials used in automotive and industrial batteries is kept within the economy, in line with the circular economy principles. The Commission should also come forward with a ‘Green batteries’ label for automotive and industrial batteries with 100% renewable energy based production that possess high power and high energy density, fast charging rates, low environmental impact and high recyclability.

Or. en

Amendment 21
Martina Werner, Răzvan Popa

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Underlines that the Commission's evaluation sees an additional investment need of EUR 5.2 billion by 2020 and an additional EUR 16-22 billion by 2025; welcomes the Commission's effort to provide an additional EUR 800 million through European funding; highlights, however, that additional support instruments at Union and Member State level are needed to mobilise appropriate public and private investment;

Or. en

Amendment 22
Henna Virkkunen, Krišjānis Kariņš, Francesc Gambús, Massimiliano Salini

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Underlines that Europe has the potential to become a forerunner in clean transport and lead this global shift. Notes that the clean energy transition offers plenty of new growth opportunities for the industry and strengthens the energy security of Europe;

Or. en

Amendment 23
András Gyürk

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Underlines the importance of maintaining the technology neutral approach;

Or. en

Amendment 24
Martina Werner, Răzvan Popa

Draft opinion
Paragraph 1 c (new)

Draft opinion

Amendment

1c. Suggests setting up a European Clean Mobility Fund to address the projected investment shortfall; calls for the fund to be co-financed between the public and private sector with the European Union and Member States contributing 10% and industry, notably manufacturers, suppliers, energy producers, charging point operators and other interested partners contributing 90% of the total size of the fund; recommends that contributing parties shall have preferential access to financing provided through CEF, the EIB and the EC IPE;

Or. en

Amendment 25
Henna Virkkunen, Massimiliano Salini, Krišjānis Kariņš, Francesc Gambús

Draft opinion
Paragraph 1 c (new)

Draft opinion

Amendment

1c. Stresses the importance of global and European climate targets; calls for

policy frameworks that are technology-neutral.

Or. en

Amendment 26

Henna Virkkunen, Massimiliano Salini, Francesc Gambús

Draft opinion

Paragraph 1 d (new)

Draft opinion

Amendment

1d. Underlines that although more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and new mobility will lead to a shift in skills, it is crucial to ensure the momentum to boost our industry and create new jobs in Europe; notes that it is crucial to boost our battery industry by creating sustainable battery cell manufacturing in Europe and ensure a full EU-based value chain; calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; calls, therefore, for adequate and ambitious EU funding under the next multiannual financial framework to address potential gaps; notes that EU funding should be allocated through existing financial instruments.

Or. en

Amendment 27

Martina Werner, Răzvan Popa

Draft opinion

Paragraph 1 d (new)

Draft opinion

Amendment

1d. Notes with concern that the level

of ambition of Member States differs greatly; urges Member States to ensure the rapid deployment of sufficient alternative fuels infrastructure, especially along TEN-T Core and Comprehensive networks and urban areas at the first stage; calls upon Member States to develop and adjust their national policy frameworks to this end and scale up implementation efforts where goals are sufficiently ambitious;

Or. en

Amendment 28
Rolandas Paksas

Draft opinion
Paragraph 2

Draft opinion

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart charging will go hand in hand with self-consumption and active consumers, security of supply is essential;

Amendment

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; ***feels, furthermore, that targeted subsidies should be allocated to the development of alternative fuels and of transport, filling and loading infrastructure***; underlines that although smart charging will go hand in hand with self-consumption and active consumers, security of supply is essential;

Or. It

Amendment 29
Florent Marcellesi
on behalf of the Verts/ALE Group

Draft opinion
Paragraph 2

Draft opinion

2. *Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart charging will go hand in hand with self-consumption and active consumers, security of supply is essential;*

Amendment

2. *Demands that any additional electricity for E-mobility must be renewables-based in order to bring about the necessary emission reductions in the transport sector. Trusts on the electricity market design reform to set the correct regulatory framework to ensure grid stability, to set the right signals to avoid energy consumption peaks and to ensure affordable energy prices as well as security of supply; underlines the importance of investing in smart charging technologies, including smart grids, not at least to further enable self-consumption, demand response and active consumers;*

Or. en

Amendment 30
Martina Werner, Răzvan Popa

Draft opinion
Paragraph 2

Draft opinion

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart charging will go hand in hand with self-consumption and active consumers, security of supply is essential;

Amendment

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart charging will go hand in hand with self-consumption and active consumers, security of supply is essential *and smart charging technologies can contribute to a successful energy transition;*

Or. en

Amendment 31

Morten Helveg Petersen, Pavel Telička, Carolina Punset, Gerben-Jan Gerbrandy

Draft opinion

Paragraph 2

Draft opinion

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart charging will go hand in hand with self-consumption and active consumers, security of supply is essential;

Amendment

2. Calls on transmission system operators and distribution system operators to ensure ***better cross border flows of electricity and thereby improve*** the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart charging will go hand in hand with self-consumption and active consumers, security of supply is essential;

Or. en

Amendment 32

Nadine Morano

Draft opinion

Paragraph 2

Draft opinion

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart charging will go hand in hand with self-consumption and active consumers, security of supply is essential;

Amendment

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids, ***but also with sufficient capacities***; underlines that although smart charging will go hand in hand with self-consumption and active consumers, security of supply is

essential;

Or. fr

Amendment 33
Xabier Benito Ziluaga

Draft opinion
Paragraph 2

Draft opinion

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart charging will go hand in hand with self-consumption and active consumers, security of supply is essential;

Amendment

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate a future energy consumption peak and thus a de facto potential increase in energy prices; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart charging ***should respect sustainable criteria and*** will go hand in hand with self-consumption and active consumers, security of supply is essential;

Or. en

Amendment 34
Barbara Kappel

Draft opinion
Paragraph 2

Draft opinion

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate ***a*** future energy consumption ***peak and thus a de facto potential increase in energy prices***; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart

Amendment

2. Calls on transmission system operators and distribution system operators to ensure the stability of local grids and to mitigate future energy consumption ***peaks***; stresses, therefore, the crucial need to develop and invest in smart charging technologies, including smart grids; underlines that although smart charging will go hand in hand with self-consumption

charging will go hand in hand with self-consumption and active consumers, security of supply is essential;

and active consumers, security of supply is essential;

Or. de

Amendment 35

Florent Marcellesi

on behalf of the Verts/ALE Group

Draft opinion

Paragraph 3

Draft opinion

3. Stresses the importance of ensuring fair access *for electricity providers* to recharging points in order to avoid *a* monopoly *situation*; calls on the Commission to promote open access for all relevant actors to the market to ensure that consumers have a free choice of energy suppliers and energy *sources*;

Amendment

3. Stresses the importance of ensuring fair access to *develop, operate and fuel* recharging points *for all actors* in order to avoid monopoly *situations*; calls on the Commission to promote open access for all relevant actors to the market to ensure that consumers have a free choice of energy suppliers and *technologies*; *Underlines the need for comprehensive private and shared public charging infrastructure allowing charging of electric vehicles and bikes at home and in the workplace, taking into account the need for both public and private investments to achieve sufficient coverage as well as the minimum provisions outlined in the revision of the Energy Performance of Buildings Directive "1a"* ;

^{1a} OJ L 153, 18.6.2010, p. 13.

Or. en

Amendment 36

Martina Werner, Răzvan Popa

Draft opinion

Paragraph 3

Draft opinion

3. Stresses the importance of ensuring fair access for electricity providers to recharging points in order to avoid a monopoly situation; calls on the Commission to promote open access for all relevant actors to the market to ensure that consumers have a free choice of energy suppliers *and* energy sources;

Amendment

3. Stresses the importance of ensuring fair access for electricity providers to recharging points in order to avoid a monopoly situation; calls on the Commission to promote open access for all relevant actors, *including local authorities, municipal enterprises* to the market to ensure that consumers have a free choice of energy suppliers; *calls on the Commission to make sure that the legal framework for the provision of charging points allows for local authorities and municipal enterprises in the field of energy provision also to act as providers of charging points*;

Or. en

Amendment 37
Rolandas Paksas

Draft opinion
Paragraph 3

Draft opinion

3. Stresses the importance of ensuring fair access for electricity providers to recharging points in order to avoid a monopoly situation; calls on the Commission to promote open access for all relevant actors to the market to ensure that consumers have a free choice of energy suppliers and energy sources;

Amendment

3. Stresses the importance of ensuring fair access for electricity providers to recharging points in order to avoid a monopoly situation; calls on the Commission to promote open access for all relevant actors to the market to ensure that consumers have a free choice of energy suppliers and energy sources; *stresses that Member States should be encouraged to adopt those transport planning solutions that are the least damaging to the environment*;

Or. It

Amendment 38
Xabier Benito Ziluaga

Draft opinion
Paragraph 3

Draft opinion

3. Stresses the importance of ensuring *fair* access for electricity providers to recharging points *in order to avoid a monopoly situation; calls on the Commission to promote open access for all relevant actors to the market to ensure that consumers have a free choice of energy suppliers and energy sources;*

Amendment

3. Stresses the importance of *public supervision for* ensuring access for electricity providers *100% renewable energy based* to recharging points;

Or. en

Amendment 39
Nadine Morano

Draft opinion
Paragraph 3

Draft opinion

3. Stresses the importance of ensuring fair access for electricity providers to recharging points in order to avoid a monopoly situation; calls on the Commission to promote open access for all relevant actors to the market to ensure that consumers have a free choice of energy suppliers and energy sources;

Amendment

3. Stresses the importance of ensuring fair access for electricity providers to recharging points in order to avoid a monopoly situation; calls on the Commission to promote open access for all relevant actors to the market *and to encourage initiatives for the deployment of recharging points* to ensure that consumers have a free choice of energy suppliers and energy sources;

Or. fr

Amendment 40
Morten Helveg Petersen, Pavel Telička, Gerben-Jan Gerbrandy, Carolina Punset

Draft opinion
Paragraph 3

Draft opinion

3. Stresses the importance of ensuring fair access for electricity providers to recharging points in order to avoid a monopoly situation; calls on the Commission to promote open access for all relevant actors to the market to ensure that consumers have a free choice of energy suppliers and energy sources;

Amendment

3. Stresses the importance of ensuring fair access for electricity providers to recharging points in order to avoid a monopoly situation; calls on the Commission to promote open access for all relevant actors, ***including actors from other Member States***, to the market to ensure that consumers have a free choice of energy suppliers and energy sources;

Or. en

Amendment 41

Henna Virkkunen, Massimiliano Salini, Francesc Gambús, Krišjānis Kariņš

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Notes that the solutions for the infrastructure should be market-based. The distribution station network of different fuels and the recharging points accessible to the public required for electric vehicles must be mainly built on market terms.

Or. en

Amendment 42

Florent Marcellesi

on behalf of the Verts/ALE Group

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Underlines the importance of sustainable urban planning, shifting from private use to shared and public use of

transport, and of investing in the deployment of alternative fuels infrastructure in public transport services;

Or. en

Amendment 43

Henna Virkkunen, Krišjānis Kariņš, Francesc Gambús, Massimiliano Salini

Draft opinion

Paragraph 3 b (new)

Draft opinion

Amendment

3b. *Stresses that urban areas and TEN-T network should be a priority for the infrastructure for alternative fuels.*

Or. en

Amendment 44

Florent Marcellesi

on behalf of the Verts/ALE Group

Draft opinion

Paragraph 4

Draft opinion

Amendment

4. Underlines that although digital opportunities will arise from further developments in electro-mobility such as smart grids, e-payment or connectivity with other associated services, new challenges will result from smart charging and data exchange, *such as data protection, interoperability of systems, future-proof systems or free flow of data;*

4. Underlines that although digital opportunities will arise from further developments in electro-mobility such as smart grids, e-payment or connectivity with other associated services, new challenges will result from smart charging and data exchange;

Or. en

Amendment 45

Răzvan Popa

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4a. Encourages close cooperation between public authorities, the private sector and national promotional banks in projects related to the build-up of alternative fuel infrastructure with particular attention to TEN-T projects in non-urban areas where additional efforts are needed to stimulate private investment;

Or. en

Amendment 46

Xabier Benito Ziluaga

Draft opinion

Paragraph 5

Draft opinion

Amendment

5. Recalls the importance of maintaining a **harmonised market** by promoting the interoperability between servers and data formats, and standardised protocols for the fleet of vehicles; welcomes the recent achievements by CEN-CENELEC in partially overcoming the problem of standardisation.

5. Recalls the importance of maintaining a **harmonized framework** by promoting the interoperability between servers and data formats, and standardised protocols for the fleet of vehicles; welcomes the recent achievements by CEN-CENELEC in partially overcoming the problem of standardisation.

Or. en

Amendment 47

Florent Marcellesi

on behalf of the Verts/ALE Group

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Regrets that fuels of fossil origin, such as natural gas and liquefied petroleum gas, are still considered as alternative fuels under Directive 2014/94/EU, thus undermining the Union's objective of decarbonising the transport sector by the mid-century; Calls on the Commission to come forward with sustainability criteria for hydrogen and synthetic fuels, based on lifecycle emissions that take into account the upstream emissions of electricity production required for all production processes and their impact on water demand and land use;*

Or. en

Amendment 48
Xabier Benito Ziluaga

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Calls the European Commission to review the definition of alternative fuels. It is scientifically proven that, due to methane emissions, some alternative fuels, such as natural gas and biogas, have little or no environmental benefits and therefore do not represent a sustainable solution in a medium and long-term perspective. Therefore, natural gas and biogas, shall not be considered as clean fuels.*

Or. en

Amendment 49
Răzvan Popa

PE623.804v01-00

26/28

AM\1156548EN.docx

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Encourages partnerships between the public and private sectors to capitalize on the potential of the transport sector, especially the core network corridors of the trans-European transport network (TEN-T), focusing on better cross-border interconnectivity and creating a interoperable basic infrastructure in the EU by 2025;*

Or. en

Amendment 50
Martina Werner, Răzvan Popa

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Regrets that progress regarding the availability of alternatively powered vehicles, in particular busses, is slow and calls on manufacturers to step up efforts in this regard;*

Or. en

Amendment 51
Xabier Benito Ziluaga

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5b. *In order to be consistent with the objectives of sustainability, batteries should be produced with the minimum*

environmental impacts inside and outside the Union, especially regarding the process of extraction of material used for the building of the batteries. The greenhouse gas emissions during all the production process should be taking into account. The Commission should come forward, in line with the revision of Directive 2006/66/EC, with ambitious objectives of recyclability of batteries.

Or. en