



EUROPEAN PARLIAMENT

2014 - 2019

Committee on Transport and Tourism

2015/2113(INI)

15.7.2015

OPINION

of the Committee on Transport and Tourism

for the Committee on Industry, Research and Energy

on Towards a European Energy Union
(2015/2113(INI))

Rapporteur: Henna Virkkunen

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SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Industry, Research and Energy, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

1. Welcomes the Commission's vision of a sustainable, low-carbon and climate-friendly energy union with an integrated continent-wide energy system and the completion of the internal energy market based on competition and securing energy supply, which will enable Europe to reduce its dependence on non-European countries and will create high-quality jobs and growth; recalls that being less dependent on energy imports also contributes directly to the European economy;
2. Calls on the Commission, as the problem is global, to monitor more effectively, in international organisations and environmental and climate change forums, reductions in carbon dioxide emissions by other countries in the world;
3. Asks the Commission and the Member States to include transport as a high priority within EU climate policy, in particular with a view to the upcoming COP21 discussions, and to propose, for instance, coherent fuel efficiency standards for heavy goods vehicles, buses and ships as they already exist for cars and vans;
4. Estimates that transport represents over 30 % of final energy consumption in Europe and that 94 % of transport relies on oil products; considers, therefore, that a cleaner energy system with a clear link to the decarbonisation of the transport sector should be at the core of a framework strategy for a resilient energy union with a forward-looking climate change policy; stresses that combining measures to promote energy efficiency and renewable energy and develop innovative energy technologies is of crucial importance in order to achieve an environmentally sustainable energy mix for European transport systems; considers that the use of varied renewable energy sources should be encouraged, including liquefied natural gas for heavy load vehicles and in the maritime sector; urges the Commission to make proposals for the elimination, where appropriate, of environmentally harmful tax subsidies; encourages support for research and innovation aimed at finding better mobility solutions, technologically and also in the area of supporting technologies and policies;
5. Highlights the fact that the aviation and maritime sectors are Europe's fastest growing sources of emissions and oil use; draws attention to the fact that globally agreed rules within the International Civil Aviation Organisation and the International Maritime Organisation are required in order for aviation and maritime CO₂ emission targets to be met; points out that reciprocity of environmental standards is essential for the competitiveness of European industries; notes that a lack of effective action from those entities to regulate emissions from aviation and shipping has been observed so far; calls on the Commission and the Member States to put forward initiatives that can accelerate progress towards such a global agreement and towards greater democratic accountability of those entities; highlights the importance of taking account of the specific situation of island and outermost regions, owing to their economic, social and territorial constraints;

6. Encourages the development of energy infrastructures, including alternative fuel infrastructures, in the context of a macro-regional approach, in order to fight the establishment of ‘energy islands’; also encourages the use of concepts like ‘the methanol economy’, ‘smart grid infrastructure’ (also for electro-mobility) and ‘transport vehicles as energy storage’, with a view to increasing efficient use and security of energy supply;
7. Notes that 70 % of Europeans live in cities, and calls for targeted measures to be taken by the Member States, in collaboration with local and regional authorities, towards smooth, safe, cost-effective, energy-efficient and affordable public urban transport; recalls that responsible land use and planning and sustainable transport solutions in urban areas contribute efficiently to reducing CO₂ emissions; urges the Commission to take the measures that are needed to promote public transport, shared mobility solutions and walking and cycling, especially in densely populated areas, and to put forward proposals, where necessary, for the modernisation of EU rules, to promote multimodality and new logistics services; highlights in this regard the unexplored potential for intermodality, new ICT technologies and the adoption of clean engines;
8. Calls for comprehensive legislation aimed at stimulating long-term public and private investment and funding schemes for promising and innovative technologies in research, production and distribution relating to renewable fuels and modern engine technology, in a technology-neutral way that will not result in market distortion, as well as European transport network infrastructures focusing on sustainable and greener modes of transport; stresses the need to avoid commercial and technological pitfalls; emphasises the need to reduce emissions by gradually replacing fossil fuels by renewable fuels, electricity or low-carbon alternatives; considers that support for the early deployment of liquefied natural gas is needed; recalls that opening up the market to renewable fuels in aviation would help the EU maintain its leading role in renewable energy;
9. Notes that decarbonising the transport sector implies the integration of measures across policy areas in the energy, transport, trade, and research and innovation domains; highlights the importance of coherent approaches across borders to prevent national fragmentation, and stresses the need to set standards and interoperability requirements that enable European businesses to take advantage of market opportunities;
10. Points out that the deployment of electric vehicles will impose a heavy burden in terms of electricity generation, and calls for assessments to be made in order to determine how far the existing generating capacity will be able to cope;
11. Welcomes the shift towards the most sustainable and energy-efficient modes of transport and transport routes, such as rail, short sea shipping, inland navigation and maritime transport by making them more competitive and efficient in terms of reducing CO₂ emissions; highlights in this regard the importance of intermodality;
12. Calls on the Commission to put forward a comprehensive road transport strategy, as part of the decarbonisation of the transport sector, and to support greater efforts towards the development and deployment of electric mobility for road transport;
13. Notes that gas-based road transport is a CO₂-emitting mature technology which can be useful as a bridge fuel for the transition towards clean transport; stresses, however, that

subsidisation for the deployment of infrastructure should be directed towards clean technologies;

14. Supports a comprehensive road transport package promoting more efficient framework pricing of infrastructure and the roll-out of intelligent interoperable transport solutions; stresses that energy efficiency can be improved by supporting digitalisation and use of intelligent transport systems and developing innovative transport services; calls for a forward-looking research and innovation strategy for the transport sector; supports the development of sustainable urban and rural mobility plans to reduce traffic pollution, congestion, noise and road accidents; believes that such plans should aim to eradicate inequalities in terms of disabled users and costs;
15. Encourages the Commission to include in its work on harmonising certification criteria for sustainable tourism a criterion relating to renewable energy use and another relating to reduction of CO₂ emissions, in line with the EU targets;
16. Calls on the Commission to accelerate the integration of advanced technologies into innovative rail by bringing forward the Shift to Rail initiative, which can play a key role in clean public transport;
17. Stresses the need to prioritise EFSI support for transport projects that enable the technological transition towards a clean and sustainable transport system; stresses that other financial support instruments available at EU level should prioritise investment in infrastructure for intermodality, rail, maritime shipping and inland waterways.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	14.7.2015
Result of final vote	+: 40 -: 6 0: 0
Members present for the final vote	Daniela Aiuto, Lucy Anderson, Marie-Christine Arnautu, Georges Bach, Izaskun Bilbao Barandica, Deirdre Clune, Michael Cramer, Luis de Grandes Pascual, Andor Deli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Dieter-Lebrecht Koch, Stelios Kouloglou, Merja Kyllönen, Miltiadis Kyrkos, Bogusław Liberadzki, Marian-Jean Marinescu, Georg Mayer, Gesine Meissner, Cláudia Monteiro de Aguiar, Jens Nilsson, Markus Pieper, Salvatore Domenico Pogliese, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy, Dominique Riquet, Massimiliano Salini, David-Maria Sassoli, Claudia Schmidt, Claudia Tapardel, Keith Taylor, Pavel Telička, István Ujhelyi, Peter van Dalen, Wim van de Camp, Janusz Zemke, Roberts Zīle, Kosma Złotowski, Elżbieta Katarzyna Łukacijewska
Substitutes present for the final vote	Ivo Belet, James Carver, Bas Eickhout, Theresa Griffin, Ruža Tomašić, Henna Virkkunen