



**2016/2059(INI)**

22.6.2016

# **AMENDMENTS**

## **1 - 93**

**Draft opinion**  
**Cláudia Monteiro de Aguiar**  
(PE583.876v01-00)

on EU strategy for liquefied natural gas and gas storage  
(COM(2016)0049 – 2016/2059(INI))



**Amendment 1**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Welcomes the Commission's strategy to **support** the use of LNG as an alternative fuel for transport where it replaces more polluting conventional fuels and does not take the place of renewable energy sources;

*Amendment*

1. **Encourages the Commission to link its** strategy to **develop** the use of LNG as an alternative fuel for transport, where it replaces more polluting conventional fuels and does not take the place of renewable energy sources, **with its policy of decarbonisation of transport corresponding to the COP21 agreement; furthermore underlines that an LNG strategy needs to fit into the wider European climate and energy priorities, putting a focus on the reduction of demand, energy efficiency and a wider exit strategy for fossil fuels by 2050;**

Or. en

**Amendment 2**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Welcomes the Commission's strategy to support the use of LNG as an alternative fuel for transport where it replaces more polluting conventional fuels and does not take the place of renewable energy sources;

*Amendment*

1. Welcomes the Commission's strategy to support the use of LNG as an alternative fuel for transport where it replaces more polluting conventional fuels and does not take the place of renewable energy sources; **calls for the EU LNG strategy to exclude shale gas supplies so as to ensure that the environmental impact, which is beneficial terms of air pollution, including where transport is**

*concerned, does not, in aggregate, prove to be harmful, particularly in terms of soil and subsoil pollution;*

Or. fr

**Amendment 3**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Welcomes the Commission's strategy to support the use of LNG as an alternative fuel for transport where it replaces more polluting conventional fuels and does not take the place of renewable energy sources;

*Amendment*

1. Welcomes the Commission's strategy to support the use *for a transitional period* of LNG as an alternative fuel for transport where it replaces more polluting conventional fuels and does not take the place of renewable energy sources; *points out that when discussing liquefied natural gas (LNG) it is also necessary to ensure that there is an infrastructure for liquefied biogas (LBG), to promote its adoption and to ensure that its systems are interoperable;*

Or. fi

**Amendment 4**  
**Theresa Griffin, Flavio Zanonato, Isabella De Monte**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Welcomes the Commission's strategy to support the use of LNG as an alternative fuel for transport where it replaces more polluting conventional fuels and does not take the place of renewable energy sources;

*Amendment*

1. Welcomes the Commission's strategy to support the use of LNG as an alternative fuel, *whose production must be sustainable*, for transport where it replaces more polluting conventional fuels *such as diesel or heavy fuel oil* and does not take the place of renewable energy sources *or undermine efforts to decarbonise our*

*economy;*

Or. en

### **Amendment 5**

**Maria Grapini, Francisco Assis, Claudia Tapardel**

#### **Draft opinion**

##### **Paragraph 1**

###### *Draft opinion*

1. Welcomes the Commission's strategy to support the use of LNG as an alternative fuel for transport where it replaces more polluting conventional fuels and does not take the place of renewable energy sources;

###### *Amendment*

1. Welcomes the Commission's strategy to support the use of LNG as an alternative fuel for transport where it replaces more polluting conventional fuels and does not take the place of renewable energy sources ***while respecting the principle of lawful competition and consumer rights;***

Or. en

### **Amendment 6**

**Notis Marias**

#### **Draft opinion**

##### **Paragraph 1**

###### *Draft opinion*

1. Welcomes the Commission's strategy to support the use of LNG as an alternative fuel for transport where it replaces more polluting conventional fuels ***and does not take the place of renewable energy sources;***

###### *Amendment*

1. Welcomes the Commission's strategy to support the use of LNG as an alternative fuel for transport where it replaces more polluting conventional fuels;

Or. el

### **Amendment 7**

**Theresa Griffin, Flavio Zanonato, Isabella De Monte**

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

*Draft opinion*

*Amendment*

***1a. Stresses that an EU strategy for liquefied natural gas must be consistent with the framework strategy for a resilient Energy Union and support increased security of energy supply, decarbonisation, the long-term sustainability of the economy and the delivery of affordable and competitive energy prices;***

Or. en

**Amendment 8**  
**Theresa Griffin, Flavio Zanonato, Isabella De Monte**

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

*Draft opinion*

*Amendment*

***1b. Recalls that the Parliament has repeatedly called for binding 2030 climate and energy targets of at least a 40% domestic reduction in GHG emissions, at least 30% for renewables and 40% for energy efficiency to be implemented by means of individual national targets;***

Or. en

**Amendment 9**  
**Tomasz Piotr Poręba, Kosma Złotowski**

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

*Draft opinion*

*Amendment*

***1a. Points out that the prospect of a dramatic expansion of around 50% in***

*global supply of LNG over the next few years and consequently of lower prices presents a major opportunity for the EU, particularly when it comes to gas security and resilience;*

Or. pl

**Amendment 10**  
**Tomasz Piotr Poręba, Kosma Złotowski**

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

*Draft opinion*

*Amendment*

***1b. Stresses that the necessary infrastructure needs to be in place to complete the internal market and allow all Member States to benefit from access to international LNG markets, either directly or via other Member States;***

Or. pl

**Amendment 11**  
**Tomasz Piotr Poręba, Kosma Złotowski**

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

*Draft opinion*

*Amendment*

***1c. Calls on the EU to complete the internal gas market so that it sends the right price signals – both to attract LNG to where it is needed and to allow the necessary investments in infrastructure to take place;***

Or. pl

**Amendment 12**  
**Tomasz Piotr Poręba, Kosma Złotowski**

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

*Draft opinion*

*Amendment*

***1d. Calls on the EU to step up its efforts to cooperate closely with international partners to promote free, liquid and transparent global LNG markets;***

Or. pl

**Amendment 13**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

*Amendment*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, ***and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;***

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG ***and CNG can also present viable transitional solutions for other modes of transport to reduce their climate and environmental impact; stresses that these benefits need to outweigh the required infrastructure costs;***

Or. en

**Amendment 14**  
**Izaskun Bilbao Barandica**



**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;

*Amendment*

2. Points out that the use of LNG in heavy-duty vehicles and shipping, ***inland transport and public transport services*** can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;

Or. es

**Amendment 15**

**Maria Grapini, Karoline Graswander-Hainz, Francisco Assis, Claudia Tapardel**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;

*Amendment*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution ***which can lead to improved life conditions***;

Or. en

**Amendment 16**  
**Theresa Griffin, Flavio Zanonato, Isabella De Monte**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which **helps** to reduce air and noise pollution;

*Amendment*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of **EU** environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which **could help** to reduce air and noise pollution **where renewables are not replaced**;

Or. en

**Amendment 17**  
**Dieter-Lebrecht Koch**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Points out that the use of LNG in heavy-duty vehicles **and** shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;

*Amendment*

2. Points out that the use of LNG in heavy-duty vehicles, shipping **and industry** can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;

Or. de

**Amendment 18**  
**Bogusław Liberadzki**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;

*Amendment*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution **and reduce operating costs**;

Or. en

**Amendment 19**  
**Massimiliano Salini**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is **also a** viable solution for public transport which helps to reduce air and noise pollution;

*Amendment*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is **an immediately** viable solution for public **and private** transport which helps to reduce air and noise pollution;

**Amendment 20**  
**Bogusław Liberadzki**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;

*Amendment*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas **and beyond them**; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;

Or. en

**Amendment 21**  
**Bogusław Liberadzki**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport which helps to

*Amendment*

2. Points out that the use of LNG in heavy-duty **and passenger** vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, is also a viable solution for public transport

reduce air and noise pollution;

which helps to reduce air and noise pollution;

Or. en

**Amendment 22**  
**Notis Marias**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, *is* also a viable solution for public transport which helps to reduce air and noise pollution;

*Amendment*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen content in marine fuels used in the Emission Control Areas; notes that LNG, and in particular CNG, ***must*** also ***become*** a viable solution for public transport which helps to reduce air and noise pollution;

Or. el

**Amendment 23**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen ***content in marine fuels used*** in the Emission Control Areas; notes that

*Amendment*

2. Points out that the use of LNG in heavy-duty vehicles and shipping can reduce emissions of various pollutants (SO<sub>x</sub>, NO<sub>x</sub> and particulate matter) and, in the case of shipping, can allow the sector to meet the requirements of environmental legislation by decreasing the sulphur and nitrogen ***emissions in the shipping sector*** in the Emission Control Areas; notes that

LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;

LNG, and in particular CNG, is also a viable solution for public transport which helps to reduce air and noise pollution;

Or. fi

**Amendment 24**  
**Izaskun Bilbao Barandica**

**Draft opinion**  
**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

**2a. Recalls that in urban, suburban and densely populated built-up areas installing publicly accessible refuelling points may help consolidate a more sustainable transport system;**

Or. es

**Amendment 25**  
**Notis Marias**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

*Amendment*

3. Stresses that the use of LNG may also lead to a reduction in greenhouse gas emissions from maritime and road transport, ***provided that methane slip is minimised*** in the production, distribution, and combustion phases; calls therefore for adequate measures to minimise methane slip in the overall LNG chain through the use of the best available technologies and to ensure adequate R&D financing for that purpose;

3. Stresses that the use of LNG may also lead to a reduction in greenhouse gas emissions from maritime and road transport; ***stresses that significant efforts must be made by the competent bodies to minimise the methane slip*** in the production, distribution, and combustion phases; calls therefore for adequate measures to minimise methane slip in the overall LNG chain through the use of the best available technologies and to ensure adequate R&D financing for that purpose;

Or. el

**Amendment 26**  
**Dieter-Lebrecht Koch**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Stresses that the use of LNG may also lead to a reduction in greenhouse gas emissions from maritime and road transport, provided that methane slip is minimised in the production, distribution, and combustion phases; calls therefore for adequate measures to minimise methane slip in the overall LNG chain through the use of the best available technologies and to ensure adequate R&D financing for that purpose;

*Amendment*

3. Stresses that the use of LNG may also lead to a reduction in greenhouse gas emissions from maritime and road transport **and industry**, provided that methane slip is minimised in the production, distribution, and combustion phases; calls therefore for adequate measures to minimise methane slip in the overall LNG chain through the use of the best available technologies and to ensure adequate R&D financing for that purpose;

Or. de

**Amendment 27**  
**Theresa Griffin, Flavio Zanonato, Isabella De Monte**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Stresses that the use of LNG may also lead to a reduction in greenhouse gas emissions from maritime and road transport, provided that **methane slip is minimised in the** production, distribution, and combustion phases; calls therefore for adequate measures to minimise methane slip in the overall LNG chain through the use of the best available technologies and to ensure adequate R&D financing for that purpose;

*Amendment*

3. Stresses that the use of LNG may also lead to a reduction in greenhouse gas emissions from maritime and road transport, provided that **all efforts are taken to minimise methane slip during** production, distribution, and combustion phases; calls therefore for adequate measures to minimise methane slip in the overall LNG chain through the use of the best available technologies and to ensure adequate R&D financing for that purpose;

Or. en

**Amendment 28**  
**Massimiliano Salini**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Stresses that the use of LNG may also lead to a reduction in greenhouse gas emissions from maritime and road transport, provided that methane slip is minimised in the production, distribution, and combustion phases; calls therefore for adequate measures to minimise methane slip in the *overall LNG* chain through the use of the best available technologies and to ensure adequate R&D financing for that purpose;

*Amendment*

3. Stresses that the use of LNG *and CNG* may also lead to a reduction in greenhouse gas emissions from maritime and road transport, provided that methane slip is minimised in the production, distribution, and combustion phases; calls therefore for adequate measures to minimise methane slip in the *production* chain through the use of the best available technologies and to ensure adequate R&D financing for that purpose;

Or. it

**Amendment 29**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Stresses *that the use of LNG may also lead to a reduction in greenhouse gas emissions from* maritime and road transport, *provided that* methane slip is *minimised in the* production, distribution, and combustion phases; *calls* therefore for adequate measures to minimise methane slip in the overall LNG chain through the use of the best available technologies and to ensure adequate R&D financing for that purpose;

*Amendment*

3. Stresses *the potential climate risk of an increased use of LNG in* maritime and road transport *due to* methane *leaks throughout its lifecycle, including* production, distribution, and combustion phases; *and* therefore *calls* for adequate measures to minimise methane slip in the overall LNG chain through the use of the best available technologies and to ensure adequate R&D financing for that purpose;

Or. en



**Amendment 30**  
**Tomasz Piotr Poręba, Kosma Złotowski**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3a.** *Stresses the need to pursue the work on establishing a harmonised regulatory and standardisation framework that promotes the development of LNG in maritime transport; stresses at the same time that this work should be carried out in close cooperation with the International Maritime Organisation (IMO);*

Or. pl

**Amendment 31**  
**Tomasz Piotr Poręba, Kosma Złotowski**

**Draft opinion**  
**Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

**3b.** *Points out that past experience has shown that, owing to technical requirements, including the size and weight of refuelling installations, LNG in land transport appears viable only for larger vehicles, such as lorries and buses, whereas for passenger cars the best solution would appear to be based on LPG or CNG technologies; considers, therefore, that EU support in this regard should remain technologically neutral;*

Or. pl

**Amendment 32**  
**Tomasz Piotr Poręba, Kosma Złotowski**

**Draft opinion**  
**Paragraph 3 c (new)**

*Draft opinion*

*Amendment*

**3c.** *Stresses that the strategy should also include the use of LNG as an alternative to the development of gas distribution and transmission infrastructure in areas where it is not currently cost-effective; notes that small LNG installations can provide the optimal infrastructure for increasing the use of natural gas in areas where investments in gas infrastructure are unprofitable, including for increasing the use of gas to generate heat and thus curb so-called low-stack emissions;*

Or. pl

**Amendment 33**  
**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3a.** *Calls on the Commission, when it revises the Renewable Energy Directive, to propose a new target for the proportion to be accounted for by renewables in total transport fuel consumption by 2030 in order to meet the CO<sub>2</sub> emission reduction targets in the transport sector; points out that biogas from organic waste and synthetic biogas produced using electricity from renewable energy sources, for example solar energy or wind power, could be of great use in achieving the EU's climate action goals and speeding up the decarbonisation of transport;*

Or. fr

**Amendment 34**  
**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**  
**Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

**3b.** *Calls on the Commission, as regards the Fuel Quality Directive, to set a new target for lowering the life cycle greenhouse gas intensity of transport fuels, not least with a view to promoting LNG and biogas, whose life cycle carbon intensity is lower than that of conventional fuels;*

Or. fr

**Amendment 35**  
**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**  
**Paragraph 3 c (new)**

*Draft opinion*

*Amendment*

**3c.** *Calls on the Commission to revise Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles in order to provide stronger incentives for contracting authorities and entities and certain operators, when buying road transport vehicles, to take the energy and environmental impact into account, one aim being to promote fleet renewal by encouraging greater use of substitute fuels such as LNG and biogas;*

Or. fr

**Amendment 36**  
**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**  
**Paragraph 3 d (new)**

*Draft opinion*

*Amendment*

**3d.** *Calls on the Commission, after consulting the stakeholders, to consider whether, alongside Regulation (EC) No 443/2009 setting CO<sub>2</sub> emission performance standards for new passenger cars, it might establish a CO<sub>2</sub> equivalent for hydrocarbon emissions, not least with a view to informing consumers;*

Or. fr

**Amendment 37**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

*Amendment*

4. *Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;*

4. *Calls on the Member States to assess, in their national policy frameworks, in close cooperation with their regional authorities, the installation of refuelling points for LNG in ports outside the TEN-T Core Network; emphasises that any assessment process needs to include a detailed cost-benefit analysis;*

Or. en

**Amendment 38**  
**Tomasz Piotr Poręba, Kosma Złotowski**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

*Amendment*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network; ***stresses that the EU should now focus on finalising the transposition of Directive 2014/94/EU in order to establish common technical specifications and should closely monitor the results of those activities;***

Or. pl

**Amendment 39**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the

*Amendment*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the

prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network; ***urges national and regional operators to cooperate closely in the transport and energy sectors, with the aim of enhancing the multifunctionality and exploitability of the LNG infrastructure.***

Or. fi

#### **Amendment 40** **Notis Marias**

#### **Draft opinion** **Paragraph 4**

##### *Draft opinion*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their

##### *Amendment*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their

regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network; *stresses that the development of infrastructure related to LNG must correspond to the real needs of citizens and not to geopolitical schemes;*

Or. el

**Amendment 41**  
**Evžen Tošenovský**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

*Amendment*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; *underlines that a dense network of refuelling infrastructure is a prerequisite for the substantive deployment of LNG as an alternative fuel in the transport sector;* recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

Or. en

## Amendment 42

Jozo Radoš, José Inácio Faria, Ivan Jakovčić

### Draft opinion

#### Paragraph 4

##### *Draft opinion*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

##### *Amendment*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network; ***calls on the Commission to design a financial instrument for supporting the construction of LNG refuelling points inside and outside the TEN-T Core Network;***

Or. en

## Amendment 43

Izaskun Bilbao Barandica

### Draft opinion

#### Paragraph 4

##### *Draft opinion*

4. Calls on the Member States to ***ensure implementation of*** Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the

##### *Amendment*

4. Calls on the Member States to ***implement*** Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time



prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

limits, *namely by 18 November 2016*, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional *and local* authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network *and assess the need to install a supply at airports for stationary aircraft*;

Or. es

#### **Amendment 44** **Massimiliano Salini**

#### **Draft opinion** **Paragraph 4**

##### *Draft opinion*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside

##### *Amendment*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network, *and that similar*

the TEN-T Core Network;

*steps should be taken as regards CNG;*

Or. it

#### **Amendment 45**

**Bogusław Liberadzki**

#### **Draft opinion**

#### **Paragraph 4**

##### *Draft opinion*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

##### *Amendment*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles ***and passenger vehicles*** can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

Or. en

#### **Amendment 46**

**Theresa Griffin, Flavio Zanonato, Isabella De Monte**

#### **Draft opinion**

#### **Paragraph 4**

##### *Draft opinion*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the

##### *Amendment*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the

prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

prescribed time limits, in particular as regards the establishment of LNG refuelling points, at least along the existing TEN-T Core Network, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the *appropriate* need to install refuelling points for LNG in ports outside the TEN-T Core Network;

Or. en

**Amendment 47**  
**José Blanco López**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Calls on the Member States to ensure implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points, *at least along the existing TEN-T Core Network*, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

*Amendment*

4. Calls on the *Commission and* Member States to ensure *full* implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, within the prescribed time limits, in particular as regards the establishment of LNG refuelling points *across the TEN-T corridors*, to ensure that LNG heavy-duty motor vehicles can circulate throughout the Union, and at maritime and inland ports to enable LNG inland waterway vessels or sea-going ships to circulate throughout the TEN-T Core Network; recalls that Member States should assess, in their national policy frameworks, in close cooperation with their regional authorities, the need to install refuelling points for LNG in ports outside the TEN-T Core Network;

Or. en

**Amendment 48**  
**Theresa Griffin, Flavio Zanonato, Isabella De Monte**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4a. Stresses that investment in LNG or gas infrastructure should avoid any technology lock-in or stranded assets in relation to fossil fuels; highlights the need to promote the most efficient use of existing LNG terminals with a cross-border perspective before supporting new regasification terminals;**

Or. en

**Amendment 49**  
**José Blanco López**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4a. Stresses that transport policies, such as the Directive 2014/94 on the deployment of alternative fuels infrastructure, should make a stronger case to move to natural gas to improve air quality, as gas is the only alternative to diesel oil in heavy transport; in this sense, there is also room to consider establishing an Emission Control Area (ECA) in the Mediterranean Sea to abate emissions from maritime transport;**

Or. en

**Amendment 50**  
**Tomasz Piotr Poręba, Kosma Złotowski**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4a. Stresses that the TEN-E Regulation, together with the Connecting Europe Facility, establishes an appropriate policy framework for also supporting the EU's gas infrastructure, including transmission, LNG terminals and storage, making it considerably easier to identify projects the EU needs and ensuring their implementation;**

Or. pl

**Amendment 51**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4a. Calls for R&D support to promote improved technologies for inland waterways vessels in order to swiftly shift to a lower-carbon fleet;**

Or. en

**Amendment 52**  
**Dieter-Lebrecht Koch**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4a. Calls on the Commission and Member States to create incentives for new development and conversion of ships' engines and the engines of vehicles, including commercial vehicles, to use**

*LNG;*

Or. de

**Amendment 53**  
**José Blanco López**

**Draft opinion**  
**Paragraph 4 b (new)**

*Draft opinion*

*Amendment*

**4b. Considers that fostering the use of natural gas as an alternative fuel in transport is an important global challenge and calls for a commitment to achieve emission reductions through the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO);**

Or. en

**Amendment 54**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 4 b (new)**

*Draft opinion*

*Amendment*

**4b. Stresses the need to ensure an adequate R&D financing for developing unmanned systems for the installation of LNG refuelling points on inland waterways;**

Or. en

**Amendment 55**  
**Francesc Gambús**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Notes that the current LNG terminals are not optimally distributed across the EU; stresses that sea ports play an important role in optimising the distribution of LNG across the Union by acting as LNG hubs; calls for the establishment of a long-term and stable financial framework and continuous funding opportunities through the European Fund for Strategic Investments (EFSI), the Connecting Europe Facility (CEF) and Motorways of the Sea, Horizon 2020, the European Structural and Investment Funds and the European Investment Bank;

*Amendment*

5. Notes that the current LNG terminals are not optimally distributed across the EU; stresses ***the need to commit decisively to developing infrastructure enabling better connections between the Member States with greater LNG capacity and the rest of the EU, in order to help guarantee supplies***; stresses that sea ports play an important role in optimising the distribution of LNG across the Union by acting as LNG hubs; calls for the establishment of a long-term and stable financial framework and continuous funding opportunities through the European Fund for Strategic Investments (EFSI), the Connecting Europe Facility (CEF) and Motorways of the Sea, Horizon 2020, the European Structural and Investment Funds and the European Investment Bank;

Or. es

**Amendment 56**  
**Theresa Griffin, Flavio Zanonato, Isabella De Monte**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Notes that the current LNG terminals are not optimally distributed across the EU; stresses that sea ports play an important role in optimising the distribution of LNG across the Union by acting as LNG hubs; calls for the establishment of a long-term and stable financial framework and continuous funding opportunities through the European Fund for Strategic Investments (EFSI), the Connecting Europe Facility (CEF) and Motorways of the Sea, Horizon

*Amendment*

5. Notes that the current LNG terminals are not optimally distributed across the EU; stresses that sea ports play an important role in optimising the distribution of LNG across the Union by acting as LNG hubs; calls for the establishment of a long-term and stable financial framework and continuous funding opportunities through the European Fund for Strategic Investments (EFSI), the Connecting Europe Facility (CEF) and Motorways of the Sea, Horizon

2020, the European Structural and Investment Funds and the European Investment Bank;

2020, the European Structural and Investment Funds and the European Investment Bank; *stresses the need to assess LNG supply alternatives, regional options and environmentally sustainable solutions to guarantee the most efficient use of existing infrastructure and adherence to the EU's climate and energy targets;*

Or. en

**Amendment 57**  
**Evžen Tošenovský**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Notes that the current LNG terminals are not optimally distributed across the EU; stresses that sea ports play an important role in optimising the distribution of LNG across the Union by acting as LNG hubs; calls for the establishment of a long-term and stable financial framework and continuous funding opportunities through the European Fund for Strategic Investments (EFSI), the Connecting Europe Facility (CEF) and Motorways of the Sea, Horizon 2020, the European Structural and Investment Funds and the European Investment Bank;

*Amendment*

5. Notes that the current LNG terminals are not optimally distributed across the EU; *believes that the principle of geographical balance should be taken into account when selecting the future location of new or modernisation/increasing capacity of existing LNG terminals supported from EU funds;* stresses that sea ports play an important role in optimising the distribution of LNG across the Union by acting as LNG hubs; calls for the establishment of a long-term and stable financial framework and continuous funding opportunities through the European Fund for Strategic Investments (EFSI), the Connecting Europe Facility (CEF) and Motorways of the Sea, Horizon 2020, the European Structural and Investment Funds and the European Investment Bank;

Or. en



## Amendment 58

Notis Marias

### Draft opinion

#### Paragraph 5

##### *Draft opinion*

5. Notes that the current LNG terminals are not optimally distributed across the EU; stresses that sea ports play an important role in optimising the distribution of LNG across the Union by acting as LNG hubs; calls for the establishment of a long-term and stable financial framework and continuous funding opportunities through the European Fund for Strategic Investments (EFSI), the Connecting Europe Facility (CEF) and Motorways of the Sea, Horizon 2020, the European Structural and Investment Funds and the European Investment Bank;

##### *Amendment*

5. Notes that the current LNG terminals are not optimally distributed across the EU; stresses that sea ports play an important role in optimising the distribution of LNG across the Union by acting as LNG hubs; ***recalls that due to high LNG prices, the infrastructure for the development of the use of this form of gas requires financial support beyond free market mechanisms***; calls for the establishment of a long-term and stable financial framework and continuous funding opportunities through the European Fund for Strategic Investments (EFSI), the Connecting Europe Facility (CEF) and Motorways of the Sea, Horizon 2020, the European Structural and Investment Funds and the European Investment Bank;

Or. el

## Amendment 59

Keith Taylor

### Draft opinion

#### Paragraph 5

##### *Draft opinion*

5. Notes that the current LNG terminals are not optimally distributed across the EU; ***stresses that*** sea ports play an important role in optimising the distribution of LNG across the Union by acting as LNG hubs; ***calls for the establishment of a long-term and stable financial framework and continuous funding opportunities through the European Fund for Strategic Investments***

##### *Amendment*

5. Notes that the current LNG terminals are not optimally distributed across the EU; sea ports play an important role in optimising the distribution of LNG across the Union by acting as LNG hubs ***and should be integrated into the Connecting Europe Facility's (CEF) synergies approach between trans-European transport and energy networks***;

*(EFSI), the Connecting Europe Facility (CEF) and Motorways of the Sea, Horizon 2020, the European Structural and Investment Funds and the European Investment Bank;*

Or. en

**Amendment 60**  
**Cláudia Monteiro de Aguiar**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5a.** *Calls for a rapid implementation of the key projects of common interest which have been already agreed, especially the ones which will ensure the integration of the gas market of the Iberian Peninsula with the rest of Europe;*

Or. en

**Amendment 61**  
**Dieter-Lebrecht Koch**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5a.** *Stresses the great importance and multi-purpose utility of an appropriate infrastructure for the use of liquefied gas in transport, and therefore calls on the Commission and Member States to create incentive models to improve the existing LNG infrastructure, particularly by means of investment in new infrastructure which closes the gaps in provision and creates a complete supply network;*

**Amendment 62**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5a. Notes that, in the transport sector, in addition to an adequate distribution infrastructure, it is essential also to address measures to encourage the shipping sector to invest in vessels using LNG; stresses that in this respect it is necessary to consider instruments at national and EU level for speeding up investment in vessels;**

Or. fi

**Amendment 63**  
**Jozo Radoš, Ivan Jakovčić, José Inácio Faria**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5a. Welcomes the fact that important LNG projects (e.g. North-South corridor) are being defined as projects of common interest; calls on the Commission to fully include Balkan countries when planning the further reconstruction of gas pipeline and TEN-E network to ensure a key role of the EU energy sector in the region;**

Or. en

**Amendment 64**  
**José Blanco López**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5a. Stresses the need to promote the most efficient use of existing LNG terminals, with a cross-border perspective, before supporting new regasification terminals;**

Or. en

**Amendment 65**  
**José Blanco López**

**Draft opinion**  
**Paragraph 5 b (new)**

*Draft opinion*

*Amendment*

**5b. Recalls that the EU as a whole is sufficiently supplied with LNG regasification terminals and acknowledges that, due to the past years' weak internal gas demand and a relatively high global price of LNG, several EU LNG regasification terminals are experiencing low utilisation rates; stresses that despite a non-optimal distribution of LNG terminals, access to LNG in the most vulnerable Member States could be supported through further development of internal interconnections;**

Or. en

**Amendment 66**  
**José Blanco López**

**Draft opinion**  
**Paragraph 5 c (new)**

*Draft opinion*

*Amendment*

**5c.** *Underlines that priority should be given to market-based solutions and to the utilisation of existing LNG infrastructure on a regional level, as this would reduce the risk of stranded assets;*

Or. en

**Amendment 67**  
**José Blanco López**

**Draft opinion**  
**Paragraph 5 d (new)**

*Draft opinion*

*Amendment*

**5d.** *Stresses that in order to avoid stranded assets, a careful analysis of LNG supply alternatives and options on a regional level as well as from an environmentally sustainable perspective, should be carried out before deciding about new infrastructure, in order to guarantee the most efficient use of existing infrastructure taking into account the Union's climate and energy targets;*

Or. en

**Amendment 68**  
**José Blanco López**

**Draft opinion**  
**Paragraph 5 e (new)**

*Draft opinion*

*Amendment*

**5e.** *Stresses the importance of regional cooperation when building new LNG terminals and underlines that Member States with access to the sea*

*should cooperate closely with landlocked countries; stresses that, in that regard, an optimal use of the west-east and south-north corridors with improved reverse-flow capacity, would allow the transmission of LNG in countries that don't have direct access to a regasification terminal;*

Or. en

**Amendment 69**  
**José Blanco López**

**Draft opinion**  
**Paragraph 5 f (new)**

*Draft opinion*

*Amendment*

*5f. Recalls that the development of interconnections and the removal of internal bottlenecks will promote a better use of existing storage facilities even in the Member States that do not have sufficient storage capacity available in their territory;*

Or. en

**Amendment 70**  
**José Blanco López**

**Draft opinion**  
**Paragraph 5 g (new)**

*Draft opinion*

*Amendment*

*5g. Highlights the Commission's Communication on the 2050 Energy Roadmap, which illustrates that fossil fuels such as gas will need to be phased out by 2050; considers therefore that new gas infrastructure should only be prioritised in case of necessity and should always respond to a real gas demand, in*

*order to avoid the creation of a new carbon lock-in and of possible stranded assets;*

Or. en

**Amendment 71**  
**José Blanco López**

**Draft opinion**  
**Paragraph 5 h (new)**

*Draft opinion*

*Amendment*

**5h.** *Stresses that in order to avoid stranded assets, a careful analysis of LNG supply alternatives and options in a regional perspective should be carried out in order to guarantee the most efficient use of existing and future infrastructure; when having to decide how to give access to LNG for a given Member State, it should be assessed whether it is better to enhance/develop interconnections and use existing LNG infrastructure in other Member States against building a new LNG terminal in that Member State;*

Or. en

**Amendment 72**  
**Jozo Radoš, Ivan Jakovčić, José Inácio Faria**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

*Amendment*

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG in the Union's outermost regions and for adequate financing; stresses the need to look at all existing solutions for the storage and distribution of LNG, in particular in

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG in the Union's outermost regions and for adequate financing; stresses the need to look at all existing solutions for the storage and distribution of LNG, in particular in

island regions, taking into consideration the potential evolution in demand for that fuel;

island regions, taking into consideration the potential evolution in demand for that fuel; ***calls on the Commission to encourage a process of identifying the storages of regional importance; in order to provide security, affordability and sustainability of these storages, the Commission is called upon to ensure the necessary financial help to member states to develop the necessary infrastructure and improve their existing capacity in a timely manner;***

Or. en

**Amendment 73**  
**Cláudia Monteiro de Aguiar**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG in the Union's outermost regions and for adequate financing; stresses the need to look at all existing solutions for the storage and distribution of LNG, in particular in island regions, taking into consideration the potential evolution in demand for that fuel;

*Amendment*

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG in the Union's outermost regions and for adequate financing; stresses the need to look at all existing solutions for the storage and distribution of LNG, ***for example virtual gas pipelines, small-scale infrastructure, or the use of regular cabotage vessels,*** in particular in island regions, taking into consideration the potential evolution in demand for that fuel;

Or. pt

**Amendment 74**  
**Theresa Griffin, Flavio Zanonato, Isabella De Monte**

**Draft opinion**  
**Paragraph 6**



*Draft opinion*

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG in the Union's outermost regions and for adequate financing; stresses the need to look at all existing solutions for the storage and distribution of LNG, *in particular* in island regions, taking into consideration the *potential evolution in* demand for that fuel;

*Amendment*

6. Calls on the Commission and the Member States to present cost-effective *and environmentally sustainable* solutions for the distribution and storage of LNG in the Union's outermost regions and for adequate financing *in line with the EU's climate and energy targets*; stresses the need to look at all existing solutions for the storage and distribution of LNG, *particularly* in island regions, taking into consideration the *appropriate* demand for that fuel;

Or. en

**Amendment 75**

**Maria Grapini, Karoline Graswander-Hainz, Francisco Assis, Miltiadis Kyrkos, Claudia Tapardel**

**Draft opinion  
Paragraph 6**

*Draft opinion*

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG in the Union's outermost regions and for adequate financing; stresses the need to look at all existing solutions for the storage and distribution of LNG, in particular in island regions, taking into consideration the potential evolution in demand for that fuel;

*Amendment*

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG, *so as to ensure lower prices for consumers*, in the Union's outermost regions and for adequate financing; stresses the need to look at all existing solutions for the storage and distribution of LNG, in particular in island regions, taking into consideration the potential evolution in demand for that fuel;

Or. en

**Amendment 76**

**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG in the Union's outermost regions **and for adequate financing**; stresses the need to look at all existing solutions for the storage and distribution of LNG, in particular in island regions, taking into consideration the potential evolution in demand for that fuel;

*Amendment*

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG in the Union's outermost regions; stresses the need to look at all existing solutions for the storage and distribution of LNG, in particular in island regions, taking into consideration the potential evolution in demand for that fuel;

Or. fr

**Amendment 77**  
**Dieter-Lebrecht Koch**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG in the Union's **outermost regions** and for adequate financing; stresses the need to look at all existing solutions for the storage and distribution of LNG, in particular in island regions, **taking into consideration the potential evolution in** demand for that fuel;

*Amendment*

6. Calls on the Commission and the Member States to present cost-effective solutions for the distribution and storage of LNG in the Union's **regions, including those which are outermost**, and for adequate financing; stresses the need to look at all existing solutions for the storage and distribution of LNG, in particular in island regions, **and observes that** demand for that fuel **is likely to increase**;

Or. de

**Amendment 78**  
**Cláudia Monteiro de Aguiar**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6a.** *Asks the Commission to create, jointly with the Member States and their regions, a common project of “LNG Blue Corridors for Islands” for the maritime sector, including ports of the TEN-T Comprehensive Network in order to establish the necessary LNG infrastructures and to link this network to the TEN-T Core Network;*

Or. en

**Amendment 79**  
**Dieter-Lebrecht Koch**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6a.** *Stresses that access to LNG must also be facilitated internationally and therefore that LNG storage must be based on a transparent and non-discriminatory tariff structure which is agreed between Member States;*

Or. de

**Amendment 80**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6a.** *Stresses the importance of supply security in the Member States of the Black Sea Region which has the increasing potential for further development of LNG projects, aiming at the transport of*

*natural gas from the Caspian region to Europe;*

Or. en

**Amendment 81**

**Maria Grapini, Karoline Graswander-Hainz, Francisco Assis, Christine Revault D'Allonnes Bonnefoy, Claudia Tapardel**

**Draft opinion**

**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6a. Notes that the EU is the largest natural gas importer in the world; underlines, to that end, the importance of acquiring independence in relation to natural gas imports while also lowering prices for LNG;**

Or. en

**Amendment 82**

**Marian-Jean Marinescu**

**Draft opinion**

**Paragraph 6 b (new)**

*Draft opinion*

*Amendment*

**6b. Reiterates the importance of the Black Sea Region geostrategic importance for the energy security and the diversification of EU energy supply from Caspian Sea, the Middle East and Central Asia;**

Or. en

**Amendment 83**

**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 6 c (new)**

*Draft opinion*

*Amendment*

**6c. Emphasises the importance of further expansion of the gas supply infrastructure from the East Med Gas Corridor and of exploring the possibility to develop its capacity to become a Mediterranean LNG terminal hub;**

Or. en

**Amendment 84**  
**Dieter-Lebrecht Koch**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

*Amendment*

7. Stresses the **need to set out common technical specifications for LNG refuelling points for** sea-going ships, inland waterway vessels and **motor** vehicles, **and the need for** appropriate and harmonised safety rules and training for LNG storage, bunkering and on-board use.

7. Stresses the **importance of LNG refuelling points at sea ports and inland harbours to promote multimodality, as they can be used by** sea-going ships, inland waterway vessels and **also heavy commercial** vehicles **responsible for further overland transport; calls therefore for the adoption of common technical specifications for fuelling and** appropriate and harmonised safety rules and training for LNG storage, bunkering and on-board use;

Or. de

**Amendment 85**  
**Henna Virkkunen**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Stresses the need to set out common technical specifications for LNG refuelling points for sea-going ships, inland waterway vessels and motor vehicles, and the need for appropriate and harmonised safety rules and training for LNG storage, bunkering and on-board use.

*Amendment*

7. Stresses the need to set out common technical specifications for LNG refuelling points for sea-going ships, inland waterway vessels and motor vehicles, and the need for appropriate and harmonised safety rules and training for LNG storage, bunkering and on-board use; ***stresses the importance of granting permissions for simultaneous cargo operations during LNG bunkering;***

Or. en

**Amendment 86**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Stresses the need to set out common technical specifications for LNG refuelling points for sea-going ships, inland waterway vessels and motor vehicles, and the need for appropriate and harmonised safety rules and training for LNG storage, bunkering and on-board use.

*Amendment*

7. Stresses the need to set out common technical specifications for LNG refuelling points for sea-going ships, inland waterway vessels and motor vehicles, ***where simultaneous bunkering and cargo operations are possible,*** and the need for appropriate and harmonised safety rules and training for LNG storage, bunkering and on-board use.

Or. en

**Amendment 87**  
**Maria Grapini, Karoline Graswander-Hainz, Francisco Assis, Claudia Tapardel**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Stresses the need to set out

*Amendment*

7. Stresses the need to set out

common technical specifications for LNG refuelling points for sea-going ships, inland waterway vessels and motor vehicles, and the need for appropriate and harmonised safety rules and training for LNG storage, bunkering and on-board use.

common technical specifications for LNG refuelling points for sea-going ships, inland waterway vessels and motor vehicles, and the need for appropriate and harmonised safety rules and training for LNG storage, bunkering and on-board use *in all 28 Member States*.

Or. en

## **Amendment 88** **Merja Kyllönen**

### **Draft opinion** **Paragraph 7**

#### *Draft opinion*

7. Stresses the need to set out common technical specifications for LNG refuelling points for sea-going ships, inland waterway vessels and motor vehicles, and the need for appropriate and harmonised safety rules and training for LNG storage, bunkering and on-board use.

#### *Amendment*

7. Stresses the need to set out common technical specifications for LNG refuelling points for sea-going ships, inland waterway vessels and motor vehicles, and the need for appropriate and harmonised safety rules and training for LNG storage, bunkering and on-board use, *also in respect of harbours*.

Or. fi

## **Amendment 89** **Theresa Griffin, Flavio Zanonato, Isabella De Monte**

### **Draft opinion** **Paragraph 7**

#### *Draft opinion*

7. Stresses the need to set out common technical specifications for LNG refuelling points for sea-going ships, inland waterway vessels and motor vehicles, and the need for *appropriate* and harmonised safety rules and training for LNG storage, bunkering and on-board use.

#### *Amendment*

7. Stresses the need to set out common technical specifications for LNG refuelling points for sea-going ships, inland waterway vessels and motor vehicles, and the need for *rigorous* and harmonised safety rules and training for LNG storage, bunkering and on-board use.

Or. en

**Amendment 90**  
**Dieter-Lebrecht Koch**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

**7a. Calls on the Commission and Member States to create incentives for the transport of LNG by rail, as this will on the one hand reduce road transport and on the other hand contribute to the environmentally sound and safe transport of a fuel which is sustainable and low in pollutants;**

Or. de

**Amendment 91**  
**Georg Mayer, Harald Vilimsky**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

**7a. Observes that the implementation of the EU strategy for LNG could result in dependence on third countries;**

Or. de

**Amendment 92**  
**Georg Mayer, Harald Vilimsky**

**Draft opinion**  
**Paragraph 7 b (new)**

*Draft opinion*

*Amendment*

**7b. Observes that the implementation of the EU's strategy could make fracking commercially viable in the EU Member States; strongly opposes this state of**



*affairs because of Europe's reservation  
about such environmentally destructive  
oil and natural gas extraction;*

Or. de

**Amendment 93**  
**Georg Mayer, Harald Vilimsky**

**Draft opinion**  
**Paragraph 7 c (new)**

*Draft opinion*

*Amendment*

*7c. Calls for the implementation of the  
EU strategy not to have any impact on  
national reservations and regulations  
against fracking;*

Or. de