



2017/2084(INI)

6.10.2017

AMENDMENTS

1 - 69

Draft opinion
Isabella De Monte
Accelerating Clean Energy Innovation
(2017/2084(INI))

Amendment 1
Maria Grapini

Draft opinion
Recital A

Draft opinion

A. whereas the transport sector holds enormous potential and should play a vital role in the transition to a low-carbon society; whereas, in order to do so, advanced storage solutions and infrastructure, as well as digital innovation are needed to support transport and smart mobility services;

Amendment

A. whereas the transport sector holds enormous potential, ***much larger than in the past, with a substantial role in reducing carbon emissions in the EU***, and should ***therefore*** play a vital role in the transition to a low-carbon society; whereas, in order to do so, advanced ***innovative*** storage solutions and infrastructure, as well as digital innovation are needed to support transport and smart mobility services;

Or. ro

Amendment 2
Christine Revault d'Allonnes Bonnefoy

Draft opinion
Recital A

Draft opinion

A. whereas the transport sector holds enormous potential and should play a vital role in the transition to a low-carbon society; whereas, in order to do so, advanced storage solutions and infrastructure, as well as digital innovation are needed to support transport and smart mobility services;

Amendment

A. whereas the transport sector ***represents one third of the global EU energy consumption***, holds enormous potential ***for energy efficiency*** and should play a vital role in the transition to a low-carbon society; whereas, in order to do so, advanced storage solutions and infrastructure, as well as digital innovation are needed to support transport and smart mobility services;

Or. en

Amendment 3

Peter Kouroumbashev

Draft opinion

Recital A

Draft opinion

A. whereas the transport sector holds enormous potential and should play a vital role in the transition to a low-carbon society; whereas, in order to do so, advanced storage solutions *and* infrastructure, as well as digital innovation *are needed* to support transport and smart mobility services;

Amendment

A. whereas the transport sector holds enormous potential and should play a vital role in the transition to a low-carbon society; whereas, in order to do so, *the measures listed below are needed:*
- development of hydrogen storage solution, as well as advanced long-term storage solutions for electric vehicles with a main focus on reliability and durability of batteries, super-capacitors reducing batteries weight and volume;
- development of hydrogen charging infrastructure, as well as infrastructure and plug-in solutions, including charging infrastructure for electric vehicles;
- deployment of digital innovation solutions to support transport and smart mobility services, especially electric mobility and hydrogen mobility;

Or. en

Amendment 4

Jozo Radoš, Ivan Jakovčić

Draft opinion

Recital A

Draft opinion

A. whereas the transport sector holds enormous potential and should play a vital role in the transition *to* a low-carbon society; whereas, in order to do so, advanced storage solutions and infrastructure, as well as digital innovation are needed to support transport and smart mobility services;

Amendment

A. whereas the transport sector holds enormous potential and should play a vital role in the transition *towards new energy solutions and* a low-carbon society; whereas, in order to do so, advanced storage solutions and infrastructure, as well as digital innovation are needed to support *new transport and tourism businesses, SMEs* and smart mobility services;

Amendment 5
Renaud Muselier

Draft opinion
Recital A

Draft opinion

A. whereas the transport sector ***holds enormous potential and should play a vital role in*** the transition to a ***low-carbon*** society; whereas, in order to do so, advanced storage solutions and infrastructure, as well as digital innovation are needed to support transport and smart mobility services;

Amendment

A. whereas the transport sector ***has a full role to play in the implementation of the Paris Climate Agreements and should allow*** the transition to a ***carbon-neutral*** society; whereas, in order to do so, advanced storage solutions and infrastructure, ***such as alternative fuels***, as well as digital innovation, are needed to support transport and smart mobility services;

Or. fr

Amendment 6
Deirdre Clune

Draft opinion
Recital A a (new)

Draft opinion

Aa. Whereas transport represents almost a quarter of Europe's greenhouse gas emissions and is the main cause of air pollution in cities; notes that buses are a significant part of any public transport system and are the only public transport mode in many European cities and that the electrification of buses alongside the other numerous alternative fuel solutions represents a promising opportunity to reduce the carbon footprint of European public transport services;

Amendment

Amendment 7
Ismail Ertug

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. whereas decarbonisation of the transport sector relies on further deployment of renewable energies and therefore strong links between energy and transport are necessary in order to achieve sectoral integration;

Or. en

Amendment 8
Nicola Caputo

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. whereas renewable energies can only be obtained through effective integration between the European industrial fabric and scientific research;

Or. it

Amendment 9
Deirdre Clune

Draft opinion
Recital A b (new)

Draft opinion

Amendment

Ab. Whereas in order to meet the Paris Agreement's goal of limiting the global rise in temperature to well below 2°C, there will need to be a substantial increase in annual investment in renewable energy between now and 2050;

Or. en

**Amendment 10
Nicola Caputo**

**Draft opinion
Recital A b (new)**

Draft opinion

Amendment

Ab. whereas Europe is remaining true to the principle of technological neutrality;

Or. it

**Amendment 11
Deirdre Clune**

**Draft opinion
Recital A c (new)**

Draft opinion

Amendment

Ac. Whereas the increased promotion and support of energy efficiency, renewable energy technology and electric mobility, alongside digitalisation, intelligent transport systems and intelligent infrastructure that optimises energy generation will accelerate the transition to a competitive low-carbon economy, supporting jobs, growth and investment and boost European economies;

Or. en

Amendment 12
Deirdre Clune

Draft opinion
Recital A d (new)

Draft opinion

Amendment

Ad. Whereas many companies will have to underpin their transformation strategy with mobility, affording significant opportunities for SME's, start-ups and new business models in the transport sector and this should be supported;

Or. en

Amendment 13
Renaud Muselier

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. Welcomes the Commission's communication¹ and the actions proposed therein, including the Commission and the European Investment Bank's intention to set up a Cleaner Transport Facility to support the deployment of alternative energy transport solutions, as well as the role of the European Fund for Strategic Investments (EFSI) in mobilising private investments in this field;

1. Welcomes the Commission's communication¹ and the actions proposed therein, including the Commission and the European Investment Bank's intention to set up a Cleaner Transport Facility, ***as they have done since 2016 in the maritime sector with the Green Shipping Facility, in order*** to support the deployment of alternative energy transport solutions, ***such as hydrogen, LNG, NGV, electricity and all forms of alternative fuel***, as well as the role of the European Fund for Strategic Investments (EFSI) in mobilising private investments in this field;

¹ COM(2016)0763.

¹ COM(2016)0763.

Amendment 14
Andor Deli

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes the Commission's communication¹ and the actions proposed therein, including the Commission and the European Investment Bank's intention to set up a Cleaner Transport Facility to support the deployment of alternative energy transport solutions, as well as the role of the European Fund for Strategic Investments (EFSI) in mobilising private investments in this field;

¹ COM(2016)0763.

Amendment

1. Welcomes the Commission's communication¹ and the actions proposed therein, including the Commission and the European Investment Bank's intention to set up a Cleaner Transport Facility to support the deployment of alternative energy transport solutions, as well as the role of the European Fund for Strategic Investments (EFSI) in mobilising private investments in this field; ***underlines that PPPs and joint-undertakings in the field of research, development and innovation could reduce the risk-factor thus encourage private-sector's investments in clean energy;***

¹ COM(2016)0763.

Amendment 15
Peter Kouroumbashev

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes the Commission's communication¹ and the actions proposed therein, including the Commission and the European Investment Bank's intention to set up a Cleaner Transport Facility to support the deployment of alternative

Amendment

1. Welcomes the Commission's communication¹ and the actions proposed therein, including the Commission and the European Investment Bank's intention to set up a Cleaner Transport Facility to support the deployment of alternative

energy transport solutions, as well as the role of the European Fund for Strategic Investments (EFSI) in mobilising private investments in this field;

¹ COM(2016)0763.

energy transport solutions, as well as the role of the European Fund for Strategic Investments (EFSI) in mobilising private investments in this field ***and further initiatives such as the Europe-wide electromobility initiative and the Fuel Cells and Hydrogen Joint Undertaking;***

¹ COM(2016)0763.

Or. en

Amendment 16 **Maria Grapini**

Draft opinion **Paragraph 1**

Draft opinion

1. Welcomes the Commission's communication¹ and the actions proposed therein, including the Commission and the European Investment Bank's intention to set up a Cleaner Transport Facility to support the deployment ***of*** alternative energy transport solutions, as well as the role of the European Fund for Strategic Investments (EFSI) in mobilising private investments in this field;

¹ COM(2016)0763.

Amendment

1. Welcomes the Commission's communication¹ and the actions proposed therein, including the Commission and the European Investment Bank's intention to set up a Cleaner Transport Facility to support the deployment ***and development of and innovation in new*** alternative energy transport solutions, as well as the role of the European Fund for Strategic Investments (EFSI) in mobilising private investments in this field, ***as well as stimulating the emergence of new energy technologies for transport;***

Or. ro

Amendment 17 **Deirdre Clune**

Draft opinion

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10/36

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Paragraph 1 a (new)

Draft opinion

Amendment

1a. Recalls that it is important to recognise that some sectors will have a more difficult time than others in switching or even transitioning to cleaner energy alternatives; Notes that, for transport, it is clear that electricity generated from renewable sources is a promising alternative to fossil fuels however significant investment will be needed to develop the required infrastructure;

Or. en

Amendment 18

Christine Revault d'Allonnes Bonnefoy

Draft opinion

Paragraph 1 a (new)

Draft opinion

Amendment

1a. Calls on the Commission to evaluate the infrastructure needs for the deployment of alternative fuels, in order to address all specific energy challenges according to the various transport sectors, including railways, light-duty and heavy-duty road vehicles, aviation, maritime and waterway transports;

Or. en

Amendment 19

Deirdre Clune

Draft opinion

Paragraph 1 b (new)

Draft opinion

Amendment

1b. Considers that policy plays a key role in promoting renewable energy and notes that, when it comes to financing renewable-energy projects, one of the key issues is creating the right incentives and conditions to attract investors and that the Commissions plays an important role in terms of creating coherent, complementary cross-sectoral policies that provide regulatory certainty for investors;

Or. en

Amendment 20
Deirdre Clune

Draft opinion
Paragraph 1 c (new)

Draft opinion

Amendment

1c. Strongly believes that in order to meet the EU's renewable energy deployment goals, policymakers urgently need to strengthen investment conditions, not only regarding investment policy but for competition, trade and financial market policy; recalls that investment conditions are among the main factors holding back investment and innovation in renewable energy and that we must ensure that the broader investment environment does not contradict investment and innovation in renewable energy;

Or. en

Amendment 21
Andor Deli

Draft opinion
Paragraph 2

Draft opinion

2. Underlines the importance of supporting, scaling up and rolling out the most promising innovations in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, at the intersection of energy, transport and digital technologies;

Amendment

2. Underlines the importance of supporting, scaling up and rolling out the most promising innovations in Europe, in the framework of a bottom-up, user-centred, ***technology-neutral*** and interdisciplinary approach, at the intersection of energy, transport and digital technologies, ***welcomes therefore the work of the European Research Council in the field of fundamental research and the Commission's consideration to set up a European Innovation Council;***

Or. en

Amendment 22
Jakop Dalunde

Draft opinion
Paragraph 2

Draft opinion

2. Underlines the importance of supporting, scaling up and rolling out the most promising innovations in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, at the intersection of energy, transport and digital technologies;

Amendment

2. Underlines the importance of supporting, scaling up and rolling out the most promising innovations in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, at the intersection of energy, transport and digital technologies; ***is therefore convinced that synergies between Trans European Transport, Telecommunications and Renewable Energy Networks should be stronger supported within the future MFF;***

Or. en

Amendment 23
Kateřina Konečná

Draft opinion

Paragraph 2

Draft opinion

2. Underlines the importance of supporting, scaling up and rolling out the most promising innovations in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, at the intersection of energy, transport and digital technologies;

Amendment

2. Underlines the importance of supporting, scaling up and rolling out the most promising innovations in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, at the intersection of energy, transport and digital technologies ***and especially support investing in technologies that deliver significant GHG savings from a life-cycle point of view;***

Or. en

Amendment 24

Maria Grapini

Draft opinion

Paragraph 2

Draft opinion

2. Underlines the importance of supporting, scaling up and rolling out the most promising innovations in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, at the intersection of energy, transport and digital technologies;

Amendment

2. Underlines the importance of supporting, scaling up and rolling out the most promising innovations in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, ***with low air pollutant emissions that do not damage health,*** at the intersection of energy, transport and digital technologies;

Or. ro

Amendment 25

Evžen Tošenovský

Draft opinion

Paragraph 2

Draft opinion

2. Underlines the importance of

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Amendment

2. Underlines the importance of

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supporting, scaling up and rolling out the most promising innovations in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, at the intersection of energy, transport and digital technologies;

supporting, scaling up and rolling out the most promising innovations **and state of art technologies** in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, at the intersection of energy, transport and digital technologies;

Or. en

Amendment 26
Christine Revault d'Allonnes Bonnefoy

Draft opinion
Paragraph 2

Draft opinion

2. Underlines the importance of supporting, scaling up **and** rolling out the most promising innovations in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, at the intersection of energy, transport and digital technologies;

Amendment

2. Underlines the importance of supporting, scaling up, rolling out **and widely produce** the most promising innovations in Europe, in the framework of a bottom-up, user-centred and interdisciplinary approach, at the intersection of energy, transport, **industry** and digital technologies;

Or. en

Amendment 27
Deirdre Clune

Draft opinion
Paragraph 2 a (new)

Draft opinion

2a. Believes that connected car technology presents a significant opportunity to improve environmental performance and notes the dense network infrastructure required to guarantee high capacity and low latency needs for a 5G network to make best use the possibilities

Amendment

for connected and autonomous vehicles to improve mobility in the urban environment; recognises that this should be in-line with the wider process of digitization across European industry,

Or. en

Amendment 28
Marie-Christine Arnautu

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Stresses the need, which is more realistic than that to accelerate innovations in the field of clean energy, to develop short circuits, that being the best way to reduce the polluting emissions caused by the transport sector, as opposed to the will to impose a European transport area and measures favouring the transport of goods from one end of the EU to the other;

Or. fr

Amendment 29
Peter Kouroumbashev

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Encourages the Commission to recognise the benefits of hydrogen mobility, as well as the sectorial coupling between the transport and the electricity sector and to create incentives for new business models in this direction, such as smart charging and vehicle to grid

triggers, which would allow the owners of electric vehicles to sell flexibility to the power system;

Or. en

Amendment 30
Renaud Muselier

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme *to support the decarbonisation of transport*; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction;

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme *with a view to achieving a 60% reduction in greenhouse gas emissions in the transport sector by 2050 compared to their 1990 level, as set out in the Commission's White Paper 'Towards a competitive and resource-efficient transport system'*; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction, *greenhouse gas emissions, pollution, congestion and bottlenecks*;

Or. fr

Amendment 31
Jozo Radoš, Ivan Jakovčić

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the

decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention *to* noise reduction;

decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on *developing advanced biofuels, increasing the share of rail transport in overall EU transport performance and promoting cycling for everyone as a daily transport mode, as well as on* interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention *on energy efficiency, air pollution and* noise reduction;

Or. en

Amendment 32
Maria Grapini

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction;

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction; *takes the view that attention should be paid to the possibility of stimulating the development and implementation of smart transport systems, which are an integral part of the development of the trans-European transport network;*

Or. ro

Amendment 33
Deirdre Clune

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction;

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction; ***Recalls that European research and innovation, supported by such programmes, is a key enabler of the market uptake of energy and ICT innovation***

Or. en

Amendment 34
Marie-Christine Arnautu

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction;

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport ***at the risk of a considerable increase in transport costs***; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction;

Or. fr

Amendment 35
Peter Kouroumbashev

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to ***noise reduction***;

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility, ***electric vehicles and hydrogen vehicles charging infrastructure*** and integrated urban transport with particular attention to ***all pollutants***;

Or. en

Amendment 36
Nicola Caputo

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction;

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction, ***while remaining true to the principle of technological neutrality***;

Or. it

Amendment 37
Merja Kyllönen

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction;

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction **and improving road safety**;

Or. fi

Amendment 38
Ismail Ertug

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility and integrated urban transport, with particular attention to noise reduction;

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as electromobility, **hydrogen and fuel cells** and integrated urban transport, with particular attention to noise reduction;

Or. en

Amendment 39
Massimiliano Salini, Salvatore Domenico Pogliese

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as *electromobility* and integrated urban transport, with particular attention to noise reduction;

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as *low-emission mobility* and integrated urban transport, with particular attention to noise reduction;

Or. it

Amendment 40
Evžen Tošenovský

Draft opinion
Paragraph 3

Draft opinion

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as *electromobility* and integrated urban transport, *with particular attention to noise reduction*;

Amendment

3. Notes the major efforts being made under the EU's Horizon 2020 research and development programme to support the decarbonisation of transport; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as *mobility, by respecting technology neutral approach*, and integrated urban transport;

Or. en

Amendment 41
Deirdre Clune

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Welcomes the fact that the Commission will support the market uptake of innovative clean energy solutions through public procurement and revision of the clean vehicles directive and recognises the potential benefit to public transport authorities and operators, bus manufacturers, industry suppliers, energy providers, national and international associations and research centres; Calls on the Commission to come forward swiftly with proposals to this effect;

Or. en

Amendment 42

Peter Kouroumbashev

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Encourages the Commission to support existing funding for electric vehicles infrastructure deployment and to allocate such funds to both, TEN-T core networks and urban and near-urban areas;

Or. en

Amendment 43

Christine Revault d'Allonnes Bonnefoy

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Reminds that decarbonisation of transports should tackle not only greenhouse gases but all polluting emissions and their adverse impacts;

Or. en

Amendment 44
Renaud Muselier

Draft opinion
Paragraph 4

Draft opinion

4. Encourages the setting-up of a Strategic Transport Research and Innovation Agenda, with **seven expert roadmaps** and a corresponding governance mechanism, to support **and speed up much-needed** research, innovation and deployment in the transport sector;

Amendment

4. Encourages the setting-up of a Strategic Transport Research and Innovation Agenda, with **roadmaps drawn up in consultation between the Member States, the Commission, but also local and regional authorities and operators** and a corresponding governance mechanism, to support research, innovation and **the deployment of new technologies** in the transport sector **and to encourage low-emission mobility, all of which are much-needed; calls for the conclusions of these road maps to be included in the Commission's annual work programme;**

Or. fr

Amendment 45
Peter Kouroumbashev

Draft opinion
Paragraph 4

Draft opinion

4. Encourages the setting-up of a Strategic Transport Research and Innovation Agenda, with seven expert roadmaps and a corresponding governance

Amendment

4. Encourages the setting-up of a Strategic Transport Research and Innovation Agenda, with seven expert roadmaps and a corresponding governance

mechanism, to support and speed up much-needed research, innovation and deployment in the transport sector;

mechanism, to support and speed up much-needed research, innovation and deployment in the transport sector *for all promising technologies and further initiatives such as the Fuel Cells and Hydrogen Joint Undertaking;*

Or. en

Amendment 46
Evžen Tošenovský

Draft opinion
Paragraph 4

Draft opinion

4. Encourages the setting-up of a Strategic Transport Research and Innovation Agenda, *with seven expert roadmaps and a corresponding governance mechanism*, to support and speed up much-needed research, innovation and deployment in the transport sector;

Amendment

4. Encourages the setting-up of a Strategic Transport Research and Innovation Agenda *and* to support and speed up much-needed research, innovation and deployment in the transport sector;

Or. en

Amendment 47
Marie-Christine Arnautu

Draft opinion
Paragraph 4

Draft opinion

4. *Encourages the setting-up of* a Strategic Transport Research and Innovation Agenda, with seven expert roadmaps and a corresponding governance mechanism, to support and speed up much-needed research, innovation and deployment in the transport sector;

Amendment

4. *Raises the question of setting-up* a Strategic Transport Research and Innovation Agenda, with seven expert roadmaps and a corresponding governance mechanism, to support and speed up much-needed research, innovation and deployment in the transport sector;

Amendment 48
Renaud Muselier

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality of life in urban areas;

Amendment

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects, ***such as the Internet of Things (IoT), which will enable local and regional authorities to manage road infrastructure, lighting or position lamps***; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality of life in urban areas, ***to encourage the development of Cooperative Intelligent Transport Systems (C-ITS) and to promote the deployment of communicating infrastructures***;

Amendment 49
Marie-Christine Arnautu

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality of life in urban areas;

Amendment

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; ***regrets that too often urban transport policies, which are binding on motorists, only lead to increased traffic congestion, travel times and thus pollution***; calls for an integrated and coordinated approach to take account of the urban dimension of EU

and national policies and legislation in order to improve the quality of life in urban areas;

Or. fr

Amendment 50
Deirdre Clune

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality of life in urban areas;

Amendment

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects ***as improved transport planning and better use of digitalisation are important measures for improving efficiency***; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to ***support enable and encourage the Member States in order to*** improve the quality of life in urban areas;

Or. en

Amendment 51
Nicola Caputo

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality

Amendment

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality

of life in urban areas;

of life in urban areas; *calls for active efforts to reduce the disparities between urban and rural areas and between more developed regions and those lagging behind when it comes to infrastructural quality;*

Or. it

Amendment 52

Jozo Radoš, Ivan Jakovčić

Draft opinion Paragraph 5

Draft opinion

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality of life in urban areas;

Amendment

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality of life in urban areas; *calls on the Commission and Member States to enable existing rural businesses to connect, integrate and cooperate better with urban based models;*

Or. en

Amendment 53

Jakop Dalunde

Draft opinion Paragraph 5

Draft opinion

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated

Amendment

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated

approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality of life in urban areas;

approach to take account of the urban dimension of EU and national policies and legislation *as well as the development of Sustainable Urban Mobility Plans (SUMPs)* in order to improve the *health and* quality of life *of citizens* in urban areas;

Or. en

Amendment 54
Maria Grapini

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality of life in urban areas;

Amendment

5. Underlines the need to share and scale up best practices, *the exchange of information between Member States* and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation in order to improve the quality of life in urban areas;

Or. ro

Amendment 55
Merja Kyllönen

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and

Amendment

5. Underlines the need to share and scale up best practices and smart, sustainable and inclusive urban projects; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and

legislation in order to improve the quality of life in urban areas;

legislation in order to improve the quality of life *and the state of the environment* in urban areas;

Or. fi

Amendment 56
Peter Kouroumbashev

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Encourages Member States and local authorities to take further initiatives such as fiscal incentives on market penetration of electric and hydrogen vehicles, on tax reductions and exemptions for the owners of electric and hydrogen vehicles, as well as diverse initiatives in relation with the promotion of electric vehicles use such as price reductions, bonus payments and premiums for the buyers of electric vehicles, and creation of free parking spaces for electric vehicles;

Or. en

Amendment 57
Jakop Dalunde

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Emphasises the need for intensifying research for innovative renewable energy systems in transport, for example those using solar and wind energy for ships, linking renewable energy sources with electric rail networks,

*exploiting gravity energy in both vehicles
and digitalised transport infrastructure;*

Or. en

Amendment 58
Kateřina Konečná

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Emphasises that if we want to have clean transport, we must also be able to generate clean energy. Electric vehicles supplied by coal-fired power plants simply do not fit in with the concept of a carbon-free economy;

Or. cs

Amendment 59
Peter Kouroumbashev

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5b. Underlines the benefits of stricter post 2020-2021 CO2 standards in line with EU decarbonisation objectives as a driver for innovation and efficiency, and in this respect encourages the Commission to adopt concrete targets for Zero Emission Vehicles.

Or. en

Amendment 60
Kateřina Konečná

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5b. Emphasises that any investments in research and development for the future technologies needed for clean and carbon-free mobility must be accompanied by a basic requirement to change energy inputs;

Or. cs

Amendment 61
Evžen Tošenovský

Draft opinion
Paragraph 6

Draft opinion

Amendment

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies.

deleted

Or. en

Amendment 62
Nicola Caputo

Draft opinion
Paragraph 6

Draft opinion

Amendment

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies.

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies; **urges the Commission to invest also in targeted communication**

campaigns seeking to raise awareness of the energy production cycle, the challenges facing research in this area, and the risks associated with a non-sustainable consumption model.

Or. it

Amendment 63
Renaud Muselier

Draft opinion
Paragraph 6

Draft opinion

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies.

Amendment

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies *in order to accelerate the transition to low-emission alternative energy sources and reduce the digital divide between regions.*

Or. fr

Amendment 64
Andor Deli

Draft opinion
Paragraph 6

Draft opinion

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies.

Amendment

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies; *encourages the Member States to join the Mission Innovation Initiative and increase the public clean energy research expenditure in the forthcoming years;*

Amendment 65
Christine Revault d'Allonnes Bonnefoy

Draft opinion
Paragraph 6

Draft opinion

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies.

Amendment

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies, ***and to consider taxation schemes that are favorable to the cleanest energy sources.***

Or. en

Amendment 66
Maria Grapini

Draft opinion
Paragraph 6

Draft opinion

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies.

Amendment

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support, ***especially for SMEs***, to clean-energy policies ***with the aim of consolidating the EU's energy security.***

Or. ro

Amendment 67
Deirdre Clune

Draft opinion
Paragraph 6

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Draft opinion

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency and to give more financial support to clean-energy policies.

Amendment

6. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency, ***including a single smart European electricity grid***, and to give more financial support to clean-energy policies.

Or. en

Amendment 68

Deirdre Clune

Draft opinion

Paragraph 6 a (new)

Draft opinion

Amendment

6a. Notes that, unlike other transport modes, aviation is likely to remain dependent on liquid hydrocarbon fuels for the foreseeable future; Believes that, with this in mind, increased support for research and innovation in solutions that cover the entire supply and value chain is essential to minimising the environmental impacts of manufacturing and operation; Believes that this will have a positive effect on both commercial aviation and on European space programs, for example.

Or. en

Amendment 69

Miltiadis Kyrkos, Isabella De Monte

Draft opinion

Paragraph 6 a (new)

Draft opinion

Amendment

6a. Highlights the importance of renewable energy sources usage in

*tourism and its role in the long-term
economic and environmental
sustainability of the sector.*

Or. en