



Committee on the Environment, Public Health and Food Safety

2016/2327(INI)

30.6.2017

OPINION

of the Committee on the Environment, Public Health and Food Safety

for the Committee on Transport and Tourism

on a European Strategy for Low-Emission Mobility
(2016/2327(INI))

Rapporteur: Damiano Zoffoli

(*) Associated committee – Rule 54 of the Rules of Procedure

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SUGGESTIONS

The Committee on the Environment, Public Health and Food Safety calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

- having regard to the Commission communication entitled ‘A European Strategy for Low-Emission Mobility’ (COM(2016)0501),
- having regard to Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community’s integrated approach to reduce CO₂ emissions from light-duty vehicles¹ and Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union’s integrated approach to reduce CO₂ emissions from light-duty vehicles²,
- having regard to Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC³,
- having regard to Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles⁴,
- having regard to Directive (EU) 2016/2284 of the European Parliament and of the Council of 14 December 2016 on the reduction of national emissions of certain atmospheric pollutants, amending Directive 2003/35/EC and repealing Directive 2001/81/EC⁵,
- having regard to its recommendation of 4 April 2017 to the Council and the Commission following the inquiry into emission measurements in the automotive sector⁶,
- having regard to its negotiating mandate on the report on the revision of type approval and market surveillance, as adopted on 4 April 2017,
- having regard to the Circular Economy Package adopted by the Commission on 2 December 2015,
- having regard to Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC⁷,

¹ OJ L 140, 5.6.2009, p. 1.

² OJ L 145, 31.5.2011, p. 1.

³ OJ L 188, 18.7.2009, p. 1.

⁴ OJ L 120, 15.5.2009, p. 5.

⁵ OJ L 344, 17.12.2016, p. 1.

⁶ Texts adopted: P8_TA(2017)0100.

⁷ OJ L 275, 25.10.2003, p. 32.

- having regard to Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC¹,
 - having regard to Directive 2009/28/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of the use of energy from renewable sources and amending and subsequently repealing Directives 2001/77/EC and 2003/30/EC²,
 - having regard to Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC³,
 - having regard to Directive (EU) 2015/1513 of the European Parliament and of the Council of 9 September 2015 amending Directive 98/70/EC relating to the quality of petrol and diesel fuels and amending Directive 2009/28/EC on the promotion of the use of energy from renewable sources⁴,
 - having regard to its resolution of 23 June 2016 on the renewable energies progress report⁵,
 - having regard to the Commission white paper entitled ‘Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system’ (COM(2011)0144),
 - having regard to its resolution of 09 September 2015 on the implementation of the 2011 white paper on transport⁶,
- A. whereas all 151 parties to the Paris Agreement, which was ratified by the EU on 4 November 2016 and which entered into force on the same date, have committed to keeping the global temperature increase to well below 2°C above pre-industrial levels and to pursuing efforts to limit the temperature increase to 1.5°C above pre-industrial levels;
- B. whereas given that road transport is responsible for over 70 % of transport greenhouse gas emissions (GHG) and much of its air pollution, action should be focused predominantly in this area, while efforts to reduce emissions should be intensified in all transport sectors;
- C. whereas in its 2011 white paper, the Commission aims to reduce transport GHG emissions by at least 60 % by 2050 compared with 1990; underlines the fact that, in order to adhere to the Paris Agreement, GHG emissions from transport will need to be drastically reduced by mid-century;
- D. whereas a reliable long-term emissions reduction trajectory provides vehicle manufacturers with the necessary planning security for investments in new technologies;
- E. whereas the transport sector is the least decarbonised and still relies on fossil fuels for over

¹ OJ L 123, 19.5.2015, p. 55.

² OJ L 140, 5.6.2009, p. 16.

³ OJ L 350, 28.12.1998, p. 58.

⁴ OJ L 239, 15.9.2015, p. 1.

⁵ Texts adopted, P8_TA(2016)0292.

⁶ Texts adopted, P8_TA(2015)0310.

94 % of its energy needs; whereas its GHG emissions already account for almost a quarter of total CO₂ emissions in the EU and are continuing to rise;

- F. whereas the long-term decarbonisation of the transport sector requires a wide use of renewable energy sources, diversified according to the different modes of transport;
- G. whereas electric transport systems, whether private or public, can help to tackle major problems related to urban mobility by reducing CO₂ emissions and eliminating pollutants and noise altogether in a sustainable way; whereas the degree of sustainability of electric vehicles also depends on the use of renewable electricity;
- H. whereas natural gas (such as compressed natural gas (CNG) and liquefied natural gas (LNG)), and in particular biomethane, synthetic methane and liquefied petroleum gas (LPG), could assist in the decarbonisation of the transport sector, in particular with regard to shipping and heavy-duty vehicles (HDVs);
- I. whereas transport is responsible for over 25 % of GHG emissions in the EU of which road transport accounts for over 70 %; whereas transport is the main cause of air pollution in urban areas; whereas such air pollution causes over 400 000 premature deaths¹ a year in the EU and generates health costs of between EUR 330 billion and EUR 940 billion², amounting to between 3 % and 9 % of EU GDP; whereas particulate matter and nitrogen oxides have an especially adverse impact on public health;
- J. whereas the protection of public health and the environment should be a shared societal concern and responsibility, in which all stakeholders have an important role to play;
- K. whereas the Seventh Community Environment Action Programme clearly recognises the role of transport in achieving the Union's 2050 vision of 'living well, within the limits of our planet';
- L. whereas since the adoption of the Biofuels Directive in 2003, the legislative framework has been changed repeatedly; whereas the legislative approach must have a certain degree of stability in order to attract investments in advanced biofuels;
- M. whereas according to Special Eurobarometer 406, published in 2013, some 50 % of EU citizens use their private cars every day, while only 16 % use public transport and only 12 % use bicycles;
- N. whereas bunker fuel used for maritime transport is among the most polluting types of fuel, leaving the sector with an ample margin for reducing its emissions by promoting and integrating alternative propelling systems;
- O. whereas the transition to a circular economy also means that consumers will increasingly become service users, and whereas the shift to these new business models could have a significant impact on resource efficiency in the transport sector;
- P. whereas over 100 million Europeans are exposed to noise levels above the EU threshold of

¹ <https://www.eea.europa.eu/soer-2015/europe/air>

² <https://www.eea.europa.eu/publications/air-quality-in-europe-2015/download>

55 decibels (dB), some 32 million of whom are exposed to ‘very loud’ levels in excess of 65 dB;

- Q. whereas according to the World Health Organisation (WHO), noise from road traffic alone is the second most harmful environmental stressor in Europe, just behind air pollution, and whereas at least 9 000 premature deaths per year can be attributed to heart disease caused by traffic noise;
- R. whereas applying WHO guidelines on human exposure to PM2.5 would increase citizens’ average life expectancy by roughly 22 months and would generate annual savings of some EUR 31 billion;
1. Welcomes the Commission communication on ‘A European Strategy for Low-Emission Mobility’ and calls on the Commission and the competent authorities in the Member States to fully engage with and implement the Strategy; emphasises that this not only benefits public health and the environment, but also offers opportunities for various stakeholders in the transport sector and is crucial for the transition towards a sustainable, circular and low-carbon economy;
 2. Underlines the fact that in order to abide by the Paris Agreement, GHG emissions from transport will need to be near zero by mid-century, and that air pollutant emissions from transport will need to be drastically reduced if the WHO public health guidelines at the very least are to be met without delay;
 3. Stresses the importance of exchanging best practices and lessons learned in the low-emission mobility sector among the Member States, and in particular among cities and local authorities, and asks the Commission to provide platforms for activities of this kind, such as the Covenant of Mayors initiative; stresses in addition that research and development activities play an essential role in the development of low-emission mobility; calls on the Commission to provide research and vehicle technology development funding for low-emission mobility, and urges the Member States’ competent authorities to make use of the available funding and to ensure that SMEs can also take advantage of research and development funding;

Cars and Vans

4. Calls on the Commission to come forward with a proposal for 2025 standards for cars and vans in line with the position expressed by Parliament in two legislative acts in 2013¹, and confirmed in the associated Commission declaration; stresses that these average fleet standards should be calculated on the basis of the new Worldwide harmonised Light vehicles Test Procedure (WLTP), and reflect the long-term emissions-reduction trajectory set out in the EU 2030 climate and energy framework and the long-term objectives of the Paris Agreement;
5. Calls on the Commission to urgently introduce and improve CO₂ standards for all road transport, as cost-effective vehicle standards in all probability represent the most effective measure for improving energy efficiency in the EU in the period up to 2030;

¹ OJ L 103, 5.4.2014, p. 15; OJ L 84, 20.3.2014, p. 38.

6. Welcomes the introduction of the new WLTP; stresses, however, that in the light of the fact that research shows that the new WLTP laboratory test cycle will still diverge by around 20% from real world emissions and will remain open to test optimisation and manipulation, a targeted ex-post real driving emissions (RDE) methodology for CO₂ emissions should be developed, to complement the WLTP; notes that this methodology could be based on measuring devices already present in vehicles, for example fuel consumption meters (FCM); notes in addition that to that end and with a view to obtaining reliable data, a standard approach to collecting, storing, using and communicating fuel consumption values should be developed, making maximum use of sensors already present in cars, while fully respecting privacy rules; calls on the Commission to consider additional solutions as a means to curb CO₂ emissions from the transport sector, and in particular to take greater account of the contribution of lightweighting to directly reducing CO₂ emissions from vehicles;
7. Recalls that, in order for RDE tests to be effective in reducing discrepancies between the emissions measured in the laboratory and on the road, the specifications of the test and evaluation procedures should be set out very carefully and should cover a wide range of driving conditions, including the different temperatures, engine loads, vehicle speeds, altitudes, types of road and other parameters experienced when driving in the Union;
8. Underlines the fact that electric mobility solutions based on sustainable energy sources afford great potential for decarbonising transport; considers, however, that optimisation of the technology involved and large-scale provision of infrastructure facilities are unlikely before 2030; reiterates its call for technological innovations;
9. Calls on the Commission to adopt an ambitious action plan for the market uptake of electric vehicles and to issue Member States with guiding recommendations to encourage them to implement fiscal incentives for zero- and low-emission vehicles; stresses that the availability and accessibility of charging infrastructure, including in private and public buildings in accordance with the Energy Performance of Buildings Directive (Directive 2010/31/EU, EPBD), as well as the competitiveness of electric vehicles are essential for increasing consumer acceptance; highlights the importance of ensuring that electricity generated for electric vehicles comes from sustainable energy sources; calls in this connection for a long-term European initiative on next generation batteries;
10. Calls on the Commission and the Member States to assess the effectiveness of current Low Emission Zones in cities, taking into account the failure of European standards for light-duty vehicles to reflect real world emissions, and to examine the benefit of introducing a label or standard for Ultra-Low-Emission Vehicles (ULEVs) that meet emission limit values in real driving conditions;
11. Calls on the Commission to review the Clean Power for Transport Directive (Directive 2014/94/EU) and to come forward with a draft regulation on CO₂ standards for car fleets entering the market from 2025 onwards, to include Zero-Emission Vehicle (ZEV) and ULEV mandates that impose a stepwise increase in the proportion of ZEVs and ULEVs in the total fleet, with the aim of phasing out new CO₂-emitting cars by 2035;
12. Calls on the Commission and the Member States to foster wider electrification in parallel with a transition to alternative technologies, in order to ensure progress on both decarbonisation and air quality objectives in the passenger car and light commercial van

sectors; considers a stepwise increase in the share of ZEVs and ULEVs in the total fleet necessary in this regard, in order to phase out new CO₂-emitting cars as soon as is feasible before the end of the first half of this century;

13. Recognises that electrification with a view to zero-emission mobility necessitates efforts to ensure zero emissions throughout the entire vehicle life cycle based on renewable energy sources;
14. Calls on the Commission to recognise the increasing importance of embedded emissions by incorporating incentives for life-cycle emissions accounting;
15. Calls on the Commission to recognise the growing importance of measuring life-cycle emissions, from energy supply, to manufacturing and end-of-life, by putting forward holistic proposals that guide manufacturers towards optimal solutions, in order to ensure that upstream and downstream emissions do not erode the benefits related to the improved operational energy use of vehicles;
16. Notes that the Commission has launched a number of infringement procedures against Member States that have breached Directive 2008/50/EC on air quality by continuously exceeding NO₂ and PM₁₀ limit values; urges the Commission to exercise its powers of control to prevent the placing on the market of polluting diesel-powered cars that contribute significantly to the release of NO₂ and PM₁₀ into the atmosphere and that do not comply with EU rules on the type approval and emissions of passenger and light-duty vehicles;
17. Calls on the Member States to develop widespread charging facilities for electric vehicles, while looking into innovative systems to enable the optimisation of existing electric infrastructure, and to promote the installation of charging facilities in private and public parking areas; urges the integration of renewables into the charging grid to further advance the decarbonisation of the sector;
18. Calls for the deployment of smart charging infrastructure and the introduction of incentives to encourage companies to choose electric cars running on renewable energy for their fleets;
19. Calls for the swift adoption of a harmonised, mandatory and transparent EU labelling system, which would provide consumers with accurate, robust and comparable data on the fuel consumption, life cycle, CO₂ emissions and air pollutant emissions of cars placed on the market; calls for the revision of the Car Labelling Directive (Directive 1999/94/EC), which could be amended to make information on other air pollutant emissions such as NO_x and particulate matter mandatory;
20. Encourages national and local authorities to introduce strong incentives to promote low-emission taxi and last-mile delivery fleets;
21. Stresses that the use of low- and zero-emission light-duty commercial vehicles in last-mile logistics reduces CO₂ emissions in general and local pollutant emissions in particular, and therefore makes a positive contribution to urban air quality; stresses the need for relevant infrastructure at logistics hubs;
22. Calls on the Commission to ensure that CO₂ regulation post-2020 takes account as far as possible of all technological approaches to reducing CO₂ emissions on the roads; notes that

regulation should take particular account of the possibilities afforded by the latest alternative fuels (for example, electrofuels; synthetic fuels; power to gas, and power to liquid);

23. Invites the Commission to revise Directive 96/53/EC with a view to enabling longer, taller and/or heavier vehicles to be used in cross-border transport; recalls that longer, taller and/or heavier vehicles can reduce transport emissions by 20-30 % and are an efficient means to decarbonise the transport sector;

Heavy-Duty Vehicles

24. Notes that HDVs will be responsible for 40 % of total road transport CO₂ emissions if no additional measures are taken by 2030; urges the Commission, therefore, to come up with a proposal on the certification, monitoring and reporting of HDVs by the end of 2017 and ambitious 2025 CO₂ standards by 2018 based on the best available data; welcomes the VECTO freight efficiency simulator and stresses the need to continue ensuring access to transparent, realistic and up-to-date monitoring data;
25. Calls on the Commission and Member States to support the market introduction of HDVs that run on alternative less-polluting fuels such as natural gas;
26. Underlines the fact that low- and zero-emission city buses could help to significantly reduce pollutant emissions in urban areas; calls, therefore, for the introduction of zero-emission city buses through the insertion of European green public procurement criteria in the Clean Vehicles Directive (Directive 2009/33/EC), currently under revision; calls on the Commission and Member States to facilitate and promote the use of available EU funds, such as the European Structural and Investment Funds (ESIF), to support corresponding measures;
27. Stresses the importance of improving air quality in the EU and adhering to the EU ambient air quality limits, as well as to the WHO recommended levels; calls on the Commission, in this connection, to review the emissions limits set out in Annex I to Regulation (EC) No 715/2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, and to come forward with proposals, as appropriate, for new technology-neutral Euro 7 emission limits applicable by 2025 for all light-duty vehicles covered by this Regulation;
28. Underlines the fact that emission reduction and air-quality targets necessitate measures that concern older vehicles, too, and recalls, in this regard, that retrofitting is the fastest and most cost-effective way to reduce emissions and pollutants from older fleets, since the systematic implementation of advanced diesel exhaust after-treatment systems enables older heavy-duty vehicles, such as buses and trucks, to operate in an environmentally friendly manner, meeting even the strictest emission requirements and achieving maximum NO_x, NO₂ and PM reductions; calls on the Commission, therefore, to come up with common EU guidelines to encourage the Member States to fully deploy possible retrofitting solutions and also to ensure eligibility for funding in the context of EU financial instruments for the decarbonisation of the transport system;
29. Stresses the potential of innovative technologies such as automated driving and ‘platooning’

(grouping diverse vehicles), since they enable better use of slipstreams and thus reduce fuel consumption and emissions; calls for further support for research and development in that area, notably with regard to the necessary digital infrastructure, and calls for a coherent legislative framework to be established at EU level;

30. Stresses the importance of interoperability for reducing emissions from HGVs, in both urban and extra-urban transport;

Type Approval and Market Surveillance

31. Calls for a more comprehensive and coordinated type approval and market surveillance system at EU level, involving strong and reliable EU oversight and a system of controls, in order to address the failures and legal loopholes identified in the aftermath of ‘Dieselgate’; stresses the importance of the swift adoption of the proposal for a Regulation of the European Parliament and of the Council on the approval and market surveillance of motor vehicles and their trailers (COM(2016)0031), and of systems, components and separate technical units intended for such vehicles; recalls in this connection Parliament’s negotiating mandate adopted on 4 April 2017; confirms that the future adoption of the aforementioned Regulation should ensure a consistent and more transparent level playing field for all stakeholders in the vehicle sectors, establish effective rules to protect consumers, and ensure the full implementation of the new type approval and market surveillance framework;
32. Welcomes the Guidance on the evaluation of Auxiliary Emission Strategies and the presence of Defeat Devices, published by the Commission on 26 January 2017 with a view to supporting Member States and the competent authorities in detecting defeat devices;
33. Regrets the adoption of high conformity factors for NO_x emissions which act as a loophole enabling excessive emissions, including from cars post-2020; urges the Commission to review the conformity factor for RDE tests of NO_x emissions in 2017, as set out in the second RDE package, and to continue to revise it annually in line with technological developments, so as to bring it down to 1 by 2021 at the latest;
34. Calls for the swift adoption of the fourth RDE package to complete the regulatory framework for the new type approval procedure, and for the swift application of this framework;

Aviation

35. Stresses that the aviation sector should adequately, fairly and effectively contribute to the achievement of the 2030 climate targets and the objectives of the Paris Agreement, and therefore to the Climate Action Sustainable Development Goal (SDG);
36. Notes the decision of the 39th Session of the International Civil Aviation Organisation (ICAO) Assembly to develop a global market-based measure (MBM) scheme for international aviation; calls on the Commission to assess the decision, including the voluntary commitments and reservations made by states, and to monitor progress towards the implementation, both international and domestic, of the decision in the 67 states that intend to voluntarily participate in the global MBM; calls on the Commission to carry out an assessment in a timely manner of the suitability of the provisions of the scheme, which

provides for carbon-neutral growth, in order to curb the rise in emissions in the aviation sector in accordance with the Paris objectives; notes that a review of the ICAO scheme is envisaged every three years, which should allow scope for it to be made more ambitious and robust;

37. Takes note of the proposal for a Regulation of the European Parliament and of the Council of 3 February 2017 amending Directive 2003/87/EC to continue current limitations of scope for aviation activities and to prepare to implement a global market-based measure from 2021 (COM(2017)0054), which proposes continuing with the limited geographical scope of the EU Emission Trading System (ETS) for aviation; calls on the Commission to carry out a further assessment and review of the EU ETS for the period post-2020 once there is more clarity as to the implementation of the global MBM;
38. Stresses the importance of reinforcing the Single European Sky and speeding up its implementation in order to reduce CO₂ emissions; calls on the Commission to maintain high innovation ambitions by encouraging research into the use of photovoltaic energy in the aviation sector (for example, Solar Impulse 2) and alternative renewable liquid fuels;
39. Stresses the importance of boosting research in this area in order to step up investment in technologies for sustainable aviation, including by means of public-private partnerships; considers that this can be achieved inter alia by promoting the production and use of alternative next-generation fuels, especially given that there are few alternatives to traditional liquid fuels in this sector;
40. Stresses that specific incentives for the deployment of sustainable alternative fuels should be introduced for transport modes for which no alternative to liquid fuel yet exists (for example, aviation, lorries and coaches); believes that these incentives should be reflected in the recast of the Renewable Energy Directive (Directive 2009/28/EC) and included in integrated national energy and climate plans, as set out in the proposal for a Regulation of the European Parliament and of the Council on the Governance of the Energy Union (COM(2016)0759);

Maritime Transport

41. Notes that efforts are being made at International Maritime Organisation (IMO) level to limit international maritime emissions and therefore encourages the IMO to adopt clear GHG emission reduction targets and measures without delay; stresses, however, that in the absence of a comparable system operating under the IMO, CO₂ emissions emitted at Union ports and during voyages to and from Union ports shall be subject to the EU ETS as of 2023; urges the Commission to establish the conditions for the promotion of the use of alternative fuels such as natural gas, LPG and hydrogen, and to promote the integration of renewable technologies (for example, sails, batteries, solar panels and wind generators) in the maritime sector; stresses, in this connection, that financial instruments must be considered at Member State and EU level in order to speed up investment in green fleets;
42. Underscores the important role that combined transport can play in reducing emissions; notes the Commission's announcement of the modernisation of the Combined Transport Directive (Council Directive 92/106/EEC), which should incentivise a shift towards transporting freight by rail and inland waterways;

43. Believes that additional measures are necessary to guarantee a climate-friendly and efficient inland waterway transport sector; reiterates the importance of financial support measures in innovating the sector to increase the energy efficiency of ships and preserve the environment during infrastructure works;
44. Welcomes the recent adoption by the IMO of a 0.5 % global sulphur limit, which is expected to prevent 250 000 premature deaths globally;
45. Supports the introduction of more sulphur emission and NOx emission control areas across Europe;
46. Recalls that reducing black carbon emissions from maritime transport, especially in the Arctic region, is essential to reducing global warming;

Low-Emission Alternative Energy

47. Recalls that energy efficiency should be considered as the best alternative energy and therefore that all measures to improve energy efficiency in a cost-effective way and to reduce energy demand should be prioritised, promoted, and duly integrated into transport policy and European climate action;
48. Recalls that 94 % of European transport relies on oil products, and believes that sustainable domestic biofuels reduce fossil fuel import dependence, thereby strengthening EU energy security;
49. Calls on the Commission to propose the phasing out of direct and indirect subsidies for fossil fuels by 2020 at the latest;
50. Takes note of the limits proposed in the recast of the Renewable Energy Directive with a view to phasing down first generation biofuels by 2030 and achieving long-term decarbonisation of the transport sector; calls on the Commission, in this connection, to distinguish between first generation biofuels with high GHG efficiency and a low risk of indirect land use change and those which do not meet these criteria, and to take measures as soon as possible to phase out the use of feedstocks, including palm oil, that drive deforestation or the use of peat land, as a component of biofuels; stresses the importance of a stable and predictable legislative environment that takes due consideration of investment cycles to attract necessary investments in advanced biofuels; takes note of the potential climate benefits of EU agricultural production based on biofuels with high GHG efficiency and a low risk of indirect land use change, especially with regard to emissions from large-scale animal protein imports from non-EU countries;
51. Stresses the importance of achieving the long-term decarbonisation of the transport sector, and invites the Commission to encourage the greater market penetration of advanced biofuels with high GHG efficiency, which comply with the waste hierarchy as part of the circular economy and which respect strong environmental and social sustainability criteria, in order to further reduce fossil fuel use and GHG emissions; welcomes the Commission's proposal to strengthen the GHG savings requirements for biofuels to ensure that they continue to deliver on the EU climate goals; stresses the importance of the robust and credible accounting of emissions and removals from bioenergy under the LULUCF Regulation (COM(2016)0479);

52. Stresses that only crop-based biofuels that comply with sustainability criteria should count towards Member States' climate targets under the Effort Sharing Regulation (COM(2016)0482);
53. Calls on the Commission to follow closely the development of hydrogen technology from renewable energy sources and to commit to a feasibility study on the role and possibilities of hydrogen in the European transport system;
54. Underlines the role that natural gas (for example, CNG and LNG), and in particular biomethane, synthetic methane and LPG, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, HDVs and city buses;
55. Stresses that synthetic fuels (liquid and gaseous) derived from surplus renewable energies, in particular solar- and wind-energy at peak production that would otherwise be wasted, could contribute to reducing the GHG emissions of the existing fleets from a life-cycle perspective, while also increasing renewable energy yield;
56. Calls on the Commission and Member States to make use of the potential of digitalisation (for example, to develop modern, digitally supported transport technologies) when formulating new transport and mobility concepts, in order to optimise transport operations;
57. Calls on the Commission and Member States, in the context of the circular economy, emissions and climate policy, and the Union's renewable energy targets, to increase and fully support the production of green biogas through manure processing;
58. Calls for an increasing share of renewable electricity in the electrification of transport;
59. Welcomes the fact that EU businesses are currently world leaders in synthetic fuel technologies, and sees this as an opportunity to strengthen economic growth and high-quality employment in the EU; stresses, therefore, the importance of creating a framework that encourages the further development and roll-out of such technologies;
60. Calls on the Commission and Member States to support the potential of LNG to render mobility, the economy and employment sustainable¹;
61. Considers that the promotion of Guarantees of Origin could lead to an important increase in the share of renewable energy in the transport sector.

¹ European Parliament resolution of 25 October 2016 on EU strategy for liquefied natural gas and gas storage, Texts adopted, P8_TA(2016)0406.

INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

Date adopted	29.6.2017
Result of final vote	+: 45 -: 1 0: 3
Members present for the final vote	Margrete Auken, Pilar Ayuso, Zoltán Balczó, Catherine Bearder, Biljana Borzan, Paul Brannen, Nessa Childers, Birgit Collin-Langen, Miriam Dalli, Seb Dance, Stefan Eck, Bas Eickhout, José Inácio Faria, Karl-Heinz Florenz, Francesc Gambús, Elisabetta Gardini, Jens Gieseke, Françoise Grossetête, Andrzej Grzyb, Jytte Guteland, György Hölvényi, Benedek Jávor, Karin Kadenbach, Urszula Krupa, Jo Leinen, Peter Liese, Norbert Lins, Valentinas Mazuronis, Susanne Melior, Julia Reid, Frédérique Ries, Michèle Rivasi, Annie Schreijer-Pierik, Ivica Tolić, Jadwiga Wiśniewska, Damiano Zoffoli
Substitutes present for the final vote	Clara Eugenia Aguilera García, Nicola Caputo, Albert Deß, Herbert Dorfmann, Eleonora Evi, Jan Huitema, Mairead McGuinness, Gesine Meissner, Marijana Petir, Bart Staes, Tibor Szanyi, Keith Taylor
Substitutes under Rule 200(2) present for the final vote	Richard Corbett

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

45	+
ALDE	Catherine Bearder, Jan Huitema, Valentinas Mazuronis, Gesine Meissner, Frédérique Ries
EFDD	Eleonora Evi
GUE/NGL	Stefan Eck
NI	Zoltán Balczó
PPE	Pilar Ayuso, Birgit Collin-Langen, Albert Deß, Herbert Dorfmann, José Inácio Faria, Karl-Heinz Florenz, Francesc Gambús, Jens Gieseke, Françoise Grossetête, Andrzej Grzyb, György Hölvényi, Peter Liese, Norbert Lins, Mairead McGuinness, Marijana Petir, Annie Schreijer-Pierik, Ivica Tolić
S&D	Clara Eugenia Aguilera García, Biljana Borzan, Paul Brannen, Nicola Caputo, Nessa Childers, Richard Corbett, Miriam Dalli, Seb Dance, Jytte Guteland, Karin Kadenbach, Jo Leinen, Susanne Melior, Tibor Szanyi, Damiano Zoffoli
VERTS/ALE	Margrete Auken, Bas Eickhout, Benedek Jávor, Michèle Rivasi, Bart Staes, Keith Taylor

1	-
EFDD	Julia Reid

3	0
ECR	Urszula Krupa, Jadwiga Wiśniewska
PPE	Elisabetta Gardini