Amendment 6
Damien Carême
on behalf of the Verts/ALE Group

Report
Jens Geier
European Strategy for Hydrogen
(2020/2242(INI))

Motion for a resolution
Paragraph 18

18. Notes that a sustainable hydrogen economy should allow capacities to be ramped up inside an integrated EU energy market; recognises that there will be different forms of hydrogen on the market, such as renewable and low-carbon hydrogen, and underlines the need for investment to scale up renewable production fast enough to reach the EU’s climate targets and environmental goals for 2030 and 2050, while recognising low-carbon hydrogen as a bridging technology in the short and medium term; calls on the Commission to assess approximately how much low-carbon hydrogen will be needed for decarbonisation purposes until renewable hydrogen can play this role alone, in which cases, and for how long; calls on the Commission and the Member States to reduce regulatory and economic hurdles in order to foster a quick market uptake of hydrogen; further notes the need to avoid unsustainable resource exploitation, continued methane emissions, carbon lock-in and stranded assets; underlines that the use of hydrogen should contribute to achieving EU climate goals and the fast development and deployment of renewable hydrogen;

18. Notes that both low-carbon and renewable hydrogen could develop in the European energy market; underlines that they have different infrastructure and investment needs; calls for the scarce public money that is available in Europe to be spent on investments in renewable hydrogen, as only renewable hydrogen can sustainably contribute to achieving climate neutrality in the long term and avoid lock-in effects and stranded assets;

Or. en
Amendment 7
Damien Carême
on behalf of the Verts/ALE Group

Report
Jens Geier
European Strategy for Hydrogen
(2020/2242(INI))

Motion for a resolution
Paragraph 44

Motion for a resolution

44. Underlines that hydrogen’s characteristics make it a good candidate to replace fossil fuels and reduce greenhouse gas emissions for certain types of transport; stresses that the use of hydrogen in its pure form or as a synthetic fuel or biokerosene is a key factor in the substitution of fossil kerosene for aviation; further underlines that hydrogen is, to a limited extent, already used in the transport sector, in particular in road transport, public transport and specific segments of the railway sector, especially where electrification of the line is not economically feasible; stresses that stronger legislation is needed to incentivise the use of zero-emission fuels, as well as other clean technologies, including renewable hydrogen, and, once they are fully available, possibly to start using them in heavy-duty vehicles and for aviation and maritime transport;

Amendment

44. Stresses the vast greenhouse gas reduction potential in the road transport sector through modal shift, efficiency and direct electrification, especially for passenger cars and buses; notes that for road transport, given the current state of technological developments, the focus should be on an intensified uptake of electric vehicles; further notes, however, that in the near future not all road transport will be electrifiable, and that hydrogen applications offer interesting options for those segments of the transport system where CO₂ reduction is difficult to achieve and where large-scale electrification is virtually impossible, such as long-haul heavy-duty road transport; underlines that hydrogen’s characteristics make it a good candidate to replace fossil fuels and reduce greenhouse gas emissions for certain types of transport; stresses that stronger legislation is needed to incentivise the use of zero-emission fuels, as well as other clean technologies, including renewable hydrogen, and highlights that the use of hydrogen in its pure form or as a synthetic fuel or biokerosene is a key factor in the substitution of fossil kerosene for aviation and maritime transport;