



**2016/2327(INI)**

22.3.2017

## **DRAFT 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



## 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:

### *Cars and Vans*

1. Calls on the Commission to come forward with a 2025 target for cars (in the range of 68-78 gr CO<sub>2</sub>/km) and vans (in the range of 105-120 gr CO<sub>2</sub>/km) to be calculated based on the new Worldwide harmonized Light vehicles Test Procedures (WLTP);
2. Welcomes the introduction of the new WLTP; underlines the need, however, to develop a more transparent and realistic on-road test procedure to reflect real fuel consumption and CO<sub>2</sub> emissions complemented by fuel consumption meters on vehicles;
3. Calls on the Commission to adopt an ambitious mandate for the market uptake of electric vehicles and calls for a long-term European initiative on next generation batteries in this regard;
4. Calls for a transparent labelling system, which would provide consumers with comparable data on the fuel consumption and CO<sub>2</sub> emissions of cars placed on the market;

### *Heavy Duty Vehicles*

5. Urges the Commission to come up with a proposal on the certification, monitoring and reporting of heavy-duty vehicles (HDVs) by the end of 2017 and ambitious 2025 CO<sub>2</sub> targets by the beginning of 2018;
6. Calls for the introduction of low-emissions and zero-emission city buses through mandatory green public procurement targets;

### *Type Approval*

7. Calls for a more comprehensive and coordinated system of type-approval and market surveillance, involving EU oversight, in order to address the failures identified in the aftermath of Dieselgate;
8. Regrets, in this regard, the adoption of high conformity factors for NO<sub>x</sub> emissions and urges the Commission to review the conformity factors in 2017;

### *Aviation*

9. Stresses that the aviation sector should contribute effectively to achieving the 2030 climate targets and the objectives of the Paris Agreement;
10. Considers the 2020 ICAO agreement inadequate, in particular the provision of carbon-neutral growth targets and its voluntary nature;
11. Expresses its disappointment at the new Commission proposal to continue with the limited geographical scope of the EU ETS for aviation;

12. Stresses the importance of reinforcing the Single European Sky in order to reduce CO2 emissions;

### ***Maritime Transport***

13. Notes that the IMO fell short of delivering progress on the GHG emissions reduction target and measures and therefore urges 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 from 2023;

### ***Low-Emissions Alternative Energy***

14. Calls for more stringent limits than those proposed in the recast of the Renewable Energy Directive in order to phase down first generation biofuels by 2030 and achieve long-term decarbonisation of the transport sector;
15. Invites the Commission to favour biofuels with high GHG-efficiency, while taking into account indirect land use change and ensuring that existing investments are protected;
16. Encourages greater market penetration of those advanced biofuels which comply with the principle of cascading use and waste hierarchy and which respect strong environmental and social sustainability criteria in order to avoid the same issues that occurred with first-generation biofuels;
17. Stresses that crop-based biofuels should not count towards Member States' climate targets under the Effort Sharing Regulation;
18. Underlines the role that natural gas, in particular bio-methane and synthetic methane, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs.