



Ausschuss für Industrie, Forschung und Energie

2018/2023(INI)

10.7.2018

STELLUNGNAHME

des Ausschusses für Industrie, Forschung und Energie

für den Ausschuss für Verkehr und Tourismus

on deployment of infrastructure for alternative fuels in the European Union:
Time to act!
(2018/2023(INI))

Verfasser der Stellungnahme: Zdzisław Krasnodębski

PA_NonLeg

VORSCHLÄGE

Der Ausschuss für Industrie, Forschung und Energie ersucht den federführenden Ausschuss für Verkehr und Tourismus, folgende Vorschläge in seinen Entschließungsantrag zu übernehmen:

- A. whereas Member States have adopted their national policy frameworks (NPF), which were assessed by the Commission in its recent communication COM(2017)0652, which noted that the objectives and the implementation of charging infrastructure for electric vehicles vary from one Member State to another, as only eight out of 25 Member States fully meet the NPF requirements set out in Directive 2014/94/EU¹, and that two Member States failed to submit their NPF by 16 November 2016, as required under Article 3 of Directive 2014/94/EU;
 - B. whereas the transport sector is the Union's main source of carbon emissions and the only sector in which emissions are still rising; whereas further coordination at EU level is needed in order to ensure the deployment of an adequate infrastructure network for alternative fuels in view of the objective of decarbonising the transport sector by 2050;
 - C. whereas the decarbonisation of transport in the EU should follow the principle of technology neutrality, thus ensuring a level playing field for the various low emission technologies for clean mobility and encouraging a competitive environment and further innovation in this area;
1. Stresses that the Union has the potential to become a forerunner in clean transport and lead this global shift; notes that the clean energy transition offers plenty of new growth opportunities for the industry and strengthens the energy security of Europe; underlines that currently more than 65 % of battery electric vehicles and plug-in hybrid electric vehicles are produced outside the Union and that new mobility will lead to a shift in required skills, meaning it is crucial to ensure the momentum to boost our industry and create new quality jobs in the Union; believes it is crucial to boost our battery industry by creating sustainable battery cell manufacturing in the Union and ensuring a fully EU-based value chain while making use of the potential of battery and raw material recycling in line with the circular economy principle;
 2. Welcomes the aforementioned Commission communication on the deployment of alternative fuels infrastructure, notes, however, that the NPFs do not add up to a sufficient deployment of alternative fuels infrastructure for the projected uptake of alternative-fuel mobility by 2025; calls on the Commission, therefore, to require Member States to include in their NPFs mandatory minimum targets, while also taking into account the projected and realised uptake of alternative-fuel vehicles and their technological progress, as well as with a view to realising a trans-European infrastructure network for alternative fuels;
 3. Notes with concern that the level of ambition among Member States differs greatly; urges the Member States to ensure the rapid deployment of sufficient alternative fuels infrastructure; calls on the Member States to develop and adjust their NPFs to this end

¹ OJ L 307, 28.10.2014, p. 1.

by taking into account the projected and realised uptake of alternative-fuel vehicles and their technological progress; calls on the Member States to scale up implementation efforts with sufficiently ambitious goals;

4. Calls on the Member States to accelerate the uptake of research related to electro-mobility by making full use of EU funds; welcomes the Commission's proposal to provide an additional EUR 800 million through European funding; highlights, however, that additional support instruments at Union and Member State level are needed to mobilise appropriate public and private investment;
5. Notes that electrification is a necessary step in decarbonising the Union's transport sector and meeting its climate goals; stresses the importance of focusing on combining the most effective measures available in order to meet the EU's climate targets, as several low-emission options are available, such as electricity, advanced biofuels, hydrogen and LNG; calls, therefore, for the technology neutral approach to be maintained while ensuring the reduction of CO₂ emissions;
6. Calls on transmission system operators and distribution system operators to ensure the stability of local grids, while taking into account the need for better cross-border flows, and to mitigate a future energy consumption peak; emphasises that the electricity market design reform should set the correct regulatory framework to ensure grid stability, affordable prices and security of supply, and to enable self-consumption, demand response and active consumers; underlines, therefore, the importance of investment in smart charging technologies, including smart grids, in contributing to a successful energy transition;
7. Stresses the importance of ensuring fair access to the development, operation and fuelling of recharging points for all relevant actors, including local authorities, municipal enterprises and actors from other Member States, in order to avoid monopoly situations; calls on the Commission to promote open access for all relevant actors to the market and to encourage initiatives for the deployment of recharging points to ensure that consumers have a free choice of energy suppliers and sources; stresses that infrastructure solutions should be market-based; insists that the distribution networks of different fuels and the publically accessible recharging points required for electric vehicles must be mainly built on market terms, provided that market players are able to deliver services at a reasonable cost and in a timely manner;
8. Underlines the need for comprehensive private and shared public charging infrastructure to allow charging of electric vehicles and bikes at home and at the workplace, taking into account the need for both public and private investments to meet the minimum provisions outlined in the revision of the Energy Performance of Buildings Directive¹;
9. Underlines that although digital opportunities will arise from further developments in electro-mobility, such as smart grids, e-payment or connectivity with other associated services, new challenges will result from smart charging and data exchange, such as data protection, interoperability of systems, future-proof systems or free flow of data;

¹ OJ L 153, 18.6.2010, p. 13.

10. Recalls the importance of maintaining a harmonised market by promoting the interoperability between servers and data formats, and standardised protocols for the fleet of vehicles; welcomes the recent achievements by CEN-CENELEC in partially overcoming the problem of standardisation.

ANGABEN ZUR ANNAHME IM MITBERATENDEN AUSSCHUSS

Datum der Annahme	10.7.2018
Ergebnis der Schlussabstimmung	+: 53 -: 3 0: 1
Zum Zeitpunkt der Schlussabstimmung anwesende Mitglieder	Zigmantas Balčytis, Bendt Bendtsen, Xabier Benito Ziluaga, José Blanco López, Cristian-Silviu Buşoi, Jerzy Buzek, Angelo Ciocca, Edward Czesak, Jakop Dalunde, Pilar del Castillo Vera, Christian Ehler, Fredrick Federley, Adam Gierek, Theresa Griffin, Rebecca Harms, Barbara Kappel, Krišjānis Kariņš, Seán Kelly, Jeppe Kofod, Jaromír Kohlíček, Peter Kouroumbashev, Zdzisław Krasnodębski, Christelle Lechevalier, Janusz Lewandowski, Edouard Martin, Tilly Metz, Csaba Molnár, Nadine Morano, Dan Nica, Angelika Niebler, Morten Helveg Petersen, Miroslav Poche, Paul Rübig, Massimiliano Salini, Algirdas Saudargas, Sven Schulze, Neoklis Sylikiotis, Dario Tamburrano, Patrizia Toia, Evžen Tošenovský, Vladimír Urutchev, Kathleen Van Brempt, Henna Virkkunen, Lieve Wierinck, Hermann Winkler, Anna Záborská, Flavio Zanonato, Carlos Zorrinho
Zum Zeitpunkt der Schlussabstimmung anwesende Stellvertreter	Michał Boni, Benedek Jávor, Olle Ludvigsson, Marisa Matias, Rupert Matthews, Gesine Meissner, Dominique Riquet
Zum Zeitpunkt der Schlussabstimmung anwesende Stellv. (Art. 200 Abs. 2)	Romeo Franz, Ulrike Rodust

NAMENTLICHE SCHLUSSABSTIMMUNG IM MITBERATENDEN AUSSCHUSS

53	+
ALDE	Fredrick Federley, Gesine Meissner, Morten Helveg Petersen, Dominique Riquet, Lieve Wierinck
ECR	Edward Czesak, Zdzisław Krasnodębski, Rupert Matthews, Evžen Tošenovský
EFDD	Dario Tamburrano
ENF	Angelo Ciocca, Barbara Kappel, Christelle Lechevalier
EPP	Bendt Bendtsen, Michał Boni, Jerzy Buzek, Cristian-Silviu Buşoi, Christian Ehler, Krišjānis Kariņš, Seán Kelly, Janusz Lewandowski, Nadine Morano, Angelika Niebler, Paul Rübig, Massimiliano Salini, Algirdas Saudargas, Sven Schulze, Vladimir Urutchev, Henna Virkkunen, Hermann Winkler, Anna Záborská, Pilar del Castillo Vera
S&D	Zigmantas Balčytis, José Blanco López, Jakop Dalunde, Romeo Franz, Adam Gierek, Theresa Griffin, Rebecca Harms, Benedek Jávor, Jeppe Kofod, Peter Kouroumbashev, Olle Ludvigsson, Edouard Martin, Tilly Metz, Csaba Molnár, Dan Nica, Miroslav Poche, Ulrike Rodust, Patrizia Toia, Kathleen Van Brempt, Flavio Zanonato, Carlos Zorrinho

3	-
GUE/NGL	Xabier Benito Ziluaga, Marisa Matias, Neoklis Sylikiotis

1	0
GUE/NGL	Jaromír Kohlíček

Erklärung der benutzten Zeichen:

+ : dafür

- : dagegen

0 : Enthaltung