



2017/2084(INI)

24.11.2017

OPINION

of the Committee on Transport and Tourism

for the Committee on Industry, Research and Energy

on Accelerating Clean Energy Innovation
(2017/2084(INI))

Rapporteur: Isabella De Monte

PA_NonLeg

SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Industry, Research and Energy, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

- A. whereas the transport sector represents one third of the EU's energy consumption, holds enormous potential for energy efficiency and carbon emissions reduction, and should therefore play a vital role in the transition towards new energy solutions and to a low-carbon society; whereas, in order to do so, advanced innovative storage solutions and infrastructure based on alternative sources, as well as digital innovation, are needed to support tourism businesses and smart mobility services, in particular SMEs, start-ups and new business models in the transport sector;
- B. whereas the transport sector has a pivotal role to play in the implementation of the Paris Climate Agreement and its goal of limiting the global rise in temperature to well below 2°C; whereas decarbonisation of the transport sector relies on further deployment of renewable energies, and therefore strong links between energy and transport, as well as effective integration between the European industrial fabric and scientific research, are necessary in order to achieve sectoral integration in full respect of the principle of technological neutrality;
- C. 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;
 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, such as the current Green Shipping Facility, in order to support the deployment and development of, and innovation in, new alternative energy transport solutions; also welcomes the role of the European Fund for Strategic Investments (EFSI) in mobilising private investments in this field; underlines that public-private partnerships and joint undertakings in the field of research, development and innovation (such as the Joint Technology Initiative on Fuel Cells and Hydrogen) could reduce the risk factor, thus creating the right incentives and conditions to attract investors in clean energy;
 2. 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, and aviation, maritime and waterway transport;
 3. 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 also 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 the broader investment environment should not contradict

¹ COM(2016)0763.

investment and innovation in renewable energy;

4. Underlines the importance of supporting and incentivising the most promising innovations and state-of-the-art technologies in Europe, in the framework of a bottom-up, user-centred, technology-neutral and interdisciplinary approach, at the intersection of energy, the transport industry and digital technologies, in particular those technologies that deliver significant greenhouse gas (GHG) savings from a life-cycle point of view (including hydrogen and electric vehicles); welcomes the work of the European Research Council in the field of fundamental research and the Commission's initiative to set up a European Innovation Council; believes that synergies between trans-European transport, telecommunications and renewable energy networks should have stronger support within the future multiannual financial framework (MFF);
5. 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 GHG emissions in the transport sector by 2050 compared with their 1990 level¹; recalls that EU research and innovation programmes are a key enabler of the market uptake of energy, ICT innovation and intelligent transport systems; calls on the Commission, in future, to focus the available funding more clearly on interconnected strategic priorities, such as low-emission mobility, alternative fuel charging infrastructure and integrated urban transport, with particular attention to all polluting emissions, noise reduction, road safety, congestion and bottlenecks and in compliance with the principle of technological neutrality; points also to the importance of developing advanced biofuels, increasing the share of rail transport and cycling;
6. 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;
7. Encourages the setting-up of a Strategic Transport Research and Innovation Agenda, with roadmaps drawn up in consultation between the Member States and the Commission, and 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 roadmaps to be included in the Commission's annual work programme;
8. Underlines the need to share and scale up best practices and the exchange of information between Member States on smart, sustainable and inclusive urban projects; also underlines the benefits of stricter post-2020/2021 CO₂ standards in line with EU decarbonisation objectives as a driver for innovation and efficiency; calls for an integrated and coordinated approach to take account of the urban dimension of EU and national policies and legislation and for the development of Sustainable Urban Mobility Plans (SUMP) in order to support, enable and encourage the Member States to improve the

¹ As set out in the Commission's White Paper entitled 'Towards a competitive and resource-efficient transport system' (COM(2011)0144).

health and quality of life of citizens and the state of the environment in urban areas; encourages the development of Cooperative Intelligent Transport Systems (C-ITS) and autonomous vehicles and the deployment of communicating infrastructures to guarantee the high capacity and low latency needs for a 5G network; calls for active efforts to reduce the disparities and improve cooperation between urban and rural areas and between more developed regions and those lagging behind when it comes to infrastructural quality;

9. Notes that transport represents almost a quarter of the EU's GHG emissions and is the main cause of air pollution in cities; points out that buses are a significant part of any public transport system and are the only public transport mode in many EU cities, and that the electrification of buses alongside the other numerous sustainable alternative fuel solutions represents a promising opportunity to reduce the carbon footprint of EU public transport services;
10. Emphasises that if we want to have clean transport, we must also be able to generate clean energy; considers that electric vehicles supplied by coal-fired power plants simply do not fit in with the concept of a carbon-free economy;
11. 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;
12. Supports the overarching goals set by the Commission, particularly the need to prioritise energy efficiency, including a single smart EU electricity grid, to give more financial support, particularly to SMEs and to the tourism industry, and to adopt clean-energy policies and taxation schemes in order to accelerate the transition to low-emission alternative energy sources; encourages the Member States to join the Mission Innovation Initiative and to increase their clean energy research expenditure in the forthcoming years; 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;
13. Notes that, for transport, it is clear that electricity generated from renewable sources and other alternative and sustainable energy sources are promising substitutes for fossil fuels; underlines, however, that significant investment will be needed to develop the required infrastructure; 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; emphasises the need to intensify research into innovative renewable energy systems in transport, for example using solar and wind energy for ships and linking renewable energy sources with electric rail networks, and, even though aviation is likely to remain dependent on liquid hydrocarbon fuels for the foreseeable future, into solutions that cover the aviation value chain which could help to minimise the environmental impacts of manufacturing and innovation.

INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

Date adopted	23.11.2017
Result of final vote	+: 33 -: 2 0: 5
Members present for the final vote	Lucy Anderson, Marie-Christine Arnautu, Georges Bach, Deirdre Clune, Michael Cramer, Luis de Grandes Pascual, Andor Deli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Dieter-Lebrecht Koch, Merja Kyllönen, Miltiadis Kyrkos, Bogusław Liberadzki, Peter Lundgren, Marian-Jean Marinescu, Gesine Meissner, Cláudia Monteiro de Aguiar, Renaud Muselier, Markus Pieper, Salvatore Domenico Pogliese, Gabriele Preuß, Christine Revault d'Allonnes Bonnefoy, Dominique Riquet, Massimiliano Salini, Jill Seymour, Pavel Telička, Wim van de Camp, Janusz Zemke, Roberts Zīle, Kosma Złotowski, Elżbieta Katarzyna Łukacijewska
Substitutes present for the final vote	Jakop Dalunde, Mark Demesmaeker, Jill Evans, Maria Grapini, Peter Kouroumbashev, Jozo Radoš, Olga Sehnalová
Substitutes under Rule 200(2) present for the final vote	Juan Fernando López Aguilar

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

33	+
ALDE	Gesine Meissner, Jozo Radoš, Dominique Riquet, Pavel Telička
GUE/NGL	Merja Kyllönen
PPE	Georges Bach, Deirdre Clune, Andor Deli, Dieter-Lebrecht Koch, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Renaud Muselier, Markus Pieper, Salvatore Domenico Pogliese, Massimiliano Salini, Luis de Grandes Pascual, Wim van de Camp,
S&D	Lucy Anderson, Isabella De Monte, Ismail Ertug, Maria Grapini, Peter Kouroumbashev, Miltiadis Kyrkos, Bogusław Liberadzki, Juan Fernando López Aguilar, Gabriele Preuß, Christine Revault d'Allonnes Bonnefoy, Olga Sehnalová,
Verts/ALE	Janusz Zemke Michael Cramer, Jakop Dalunde, Jill Evans
2	-
EFDD	Peter Lundgren, Jill Seymour
5	0
ECR	Mark Demesmaeker, Jacqueline Foster, Roberts Zīle, Kosma Złotowski
ENF	Marie-Christine Arnautu

Key to symbols:

+ : in favour

- : against

0 : abstention