AMENDMENTS
1 - 135

Draft opinion
Jutta Paulus
(PE655.632v01-00)

New Circular Economy Action Plan
(2020/2077(INI))
Amendment 1
Johan Van Overtveldt

Draft opinion
Recital -A (new)

Amendment
-A. whereas in a closed-circuit economy the maximum value of raw materials and products is maintained throughout the chain, the focus being on renewables;

Or. nl

Amendment 2
Johan Van Overtveldt

Draft opinion
Recital -A a (new)

Amendment
-Aa. whereas more than half of greenhouse gas emissions are linked to the extraction and use of raw materials;

Or. nl

Amendment 3
Johan Van Overtveldt

Draft opinion
Recital -A b (new)

Amendment
-Ab. whereas a reduction in the use of primary raw materials and commodities and increased recycling offer an opportunity to safeguard our prosperity and sustain our economy without sacrificing comfort;
Amendment 4
Johan Van Overtveldt

Draft opinion
Recital -A c (new)

Draft opinion

Amendment

Ac. whereas a recent survey by Circular Flanders and VITO shows that circular companies are performing better in the corona crisis and are more resilient to crisis situations; 1a

Amendment 5
Johan Van Overtveldt

Draft opinion
Recital -A d (new)

Draft opinion

Amendment

Ad. whereas the circular economy has an important role to play in achieving climate targets, extending to mobility also; whereas, a recent study has nevertheless concluded that current mobility arrangements apply to the transport of materials rather than people and are in fact continuing to operate on a linear basis in the absence of any real circular mobility policy at the present 2a;

Amendment 6
Johan Van Overtveldt

Draft opinion
Recital -A e (new)
Amendment 7
Isabel García Muñoz, Giuseppe Ferrandino

Draft opinion
Recital A

A. whereas the transport sector has a high potential for improved resource efficiency and an increasing share of the transported goods are packaged in single-use materials;

Amendment
Ae. whereas the collection of qualitative data is of great importance for the proper monitoring and evaluation of policies pursued;

Or. nl

Amendment 8
Maria Grapini

Draft opinion
Recital A

A. whereas the transport sector has a high potential for improved resource efficiency and an increasing share of the transported goods are packaged in single-use materials;

Amendment
A. whereas the transport and logistics sectors and their supply chains have a high potential for improved resource efficiency and an increasing share of the transported goods are packaged in single-use materials;

Or. en

Amendment 9
Johan Van Overtveldt

Draft opinion
Recital A

Draft opinion

A. whereas the transport sector has a high potential for improved resource efficiency and an increasing share of the transported goods are packaged in single-use materials;

Amendment

A. whereas the transport sector has a high potential for improved resource efficiency, first and foremost through optimisation of the logistical chain;

Or. nl

Amendment 10
Jutta Paulus

Draft opinion
Recital A a (new)

Draft opinion

A a. whereas in its 2011 White Paper on Transport\textsuperscript{1a} the Commission set the ambition to reduce GHG emissions from transport by at least 60% by 2050 compared with 1990 levels and by 20% by 2030 compared with 2008 levels; whereas a reduction of more than 60% will be required to achieve the goals of the Paris Agreement\textsuperscript{1b};

Amendment

\textsuperscript{1a} White Paper Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system

\textsuperscript{1b} SOER 2020, Chapter 13.5.3, p. 311

Or. en

Amendment 11
Benoît Lutgen

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. whereas the recovery and resilience plans should support the transition to the circular economy, including in the area of transport;

Or. fr

Amendment 12
Johan Van Overtveldt

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. whereas the volume of transported goods in single-use packaging is on the increase;

Or. nl

Amendment 13
Benoît Lutgen

Draft opinion
Recital A b (new)

Draft opinion

Amendment

Ab. whereas optimising value chains as regards segmentation and at geographical level could reduce the need for transport services;

Or. fr

Amendment 14
Jutta Paulus

Draft opinion
Recital A b (new)

Draft opinion

Amendment

A b. whereas emissions from transport (including international aviation but excluding international shipping) in 2017 were 28% above 1990 levels2a;

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2a EEA, Greenhouse gas emissions from transport in Europe, p. 4

Or. en

Amendment 15
Jutta Paulus

Draft opinion
Recital A c (new)

Draft opinion
Amendment

A c. whereas there is currently no specific and binding target for reducing GHGs in the EU legislation for the transport sector as a whole, notwithstanding the sector being crucial for achieving the EU’s decarbonisation ambition3a;

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3a SOER 2020, Chapter 13.5.1, p. 310

Or. en

Amendment 16
Benoît Lutgen

Draft opinion
Recital A c (new)

Draft opinion
Amendment

Ac. whereas optimising the use of resources by the entire logistics chain is vital in order to complete the circular
economy, and whereas it is important to prevent unladen journeys, in particular by improving the combination of distribution logistics and reverse logistics, including by developing digital and AI solutions;

Or. fr

Amendment 17
Benoît Lutgen

Draft opinion
Recital A d (new)

Draft opinion
Amendment

Ad. whereas the development of alternative engines – chiefly electric and hydrogen engines – and information technologies in the transport sector will increase the need for some raw materials that are rare or non-existent in Europe;

Or. fr

Amendment 18
Izaskun Bilbao Barandica, Dominique Riquet, Elsi Katainen, Caroline Nagtegaal, Søren Gade

Draft opinion
Recital A a (new)

Draft opinion
Amendment

A a. whereas incorporating the principles of the circular economy and eco-design into tourism products and services will improve the quality of tourism experience, reduce its environmental impact and promote the training and willingness of consumers to assess sustainability criteria when selecting a product or service;

Or. en
Amendment 19
Benoît Lutgen

Draft opinion
Recital A e (new)

Draft opinion
Amendment

Ae. whereas the tourism industry should step up its involvement in the objectives of the circular economy by making more of a commitment to sustainability;

Or. fr

Amendment 20
Johan Van Overtveldt

Draft opinion
Paragraph -1 (new)

Draft opinion
Amendment

-1. Welcomes the Commission’s new Circular Economy Action Plan (COM (2020) 98) and, in particular, its specific focus on batteries and vehicles;

Or. nl

Amendment 21
Isabel García Muñoz, Giuseppe Ferrandino

Draft opinion
Paragraph -1 (new)

Draft opinion
Amendment

-1. Highlights that the circular economy offers great opportunities to the mobility sector, such as collaborative economy initiatives, electric vehicles, the reuse of components, the advance in multimodality with sustainable means of
transport, as well as the optimisation in logistics;

Amendment 22
Isabel García Muñoz, Giuseppe Ferrandino

Draft opinion
Paragraph -1 a (new)

Draft opinion

-1 a. Highlights that the re-conception of logistics processes for an efficient and sustainable management of the flows of materials, components and products, will be key in the upcoming years to accelerate the transition of society towards a circular economy model;

Amendment 23
Johan Van Overtveldt

Draft opinion
Paragraph 1

Draft opinion

1. Highlights that the carbon and resource footprint of goods due to transport and packaging could be reduced through a circular economy approach;

Amendment

1. Highlights that the carbon and resource footprint due to mobility could be reduced through a circular economy approach in this area also;

Amendment 24
Anne-Sophie Pelletier

Draft opinion
Paragraph 1
Draft opinion

1. Highlights that the carbon and resource footprint of goods due to transport and packaging could be reduced through a circular economy approach;

Amendment

1. Highlights that the carbon and resource footprint of goods due to transport and packaging could be reduced through a circular economy approach, promoting, in particular, the optimisation and standardisation of packaging to increase vehicles' fill rates;

Or. fr

Amendment 25
Giuseppe Ferrandino, Isabel García Muñoz, Kathleen Van Brempt, Maria Grapini, Alessandra Moretti

Draft opinion
Paragraph 1

Draft opinion

1. Highlights that the carbon and resource footprint of goods due to transport and packaging could be reduced through a circular economy approach;

Amendment

1. Highlights that the carbon and resource footprint of goods due to transport and packaging could be reduced through a circular economy approach, minimising at the same time waste production and the use of virgin raw materials;

Or. en

Amendment 26
Izaskun Bilbao Barandica, Dominique Riquet, Elsi Kattainen, Caroline Nagtegaal, Søren Gade

Draft opinion
Paragraph 1 a (new)

Draft opinion

1 a. Stresses the need to promote eco-design in transport products and services. Stresses that a European strategy should be developed to promote monitoring technologies embedded in goods and vehicles in order to improve the information available and apply it to
design, life forecasting, cycle extension, recycling efficiency and planning and extension of use cycles

Amendment 27
Jutta Paulus

Draft opinion
Paragraph 1 a (new)

1 a. Calls on the Commission to put the transport sector stronger in the focus of their circular economy initiatives and to step up the efforts to reduce greenhouse gas (GHG) emissions from transport in order to reach the goals proclaimed in the 2011 White Paper and of the Paris Agreement;

Amendment 28
Benoît Lutgen

Draft opinion
Paragraph 1 a (new)

1a. stresses that multimodal transport is important for the circular economy, and that it is also important, therefore, that modes of transport can be combined to the appropriate extent, with an emphasis being placed on those that use the fewest resources;

Amendment 29
Johan Van Overtveldt

Draft opinion
Paragraph 1 a (new)

Draft opinion

1a. Looks forward with particular interest to the announced comprehensive European strategy for sustainable and smart mobility;

Or. nl

Amendment 30
Jutta Paulus

Draft opinion
Paragraph 1 b (new)

Draft opinion

1 b. Stresses the need to decouple GDP growth from an increase in transport emissions and resource consumption, as envisaged by the Commission in its 2001 White Paper on European transport policy, in particular by a shift from road to rail, water and public passenger transport;

Or. en

Amendment 31
Johan Van Overtveldt

Draft opinion
Paragraph 1 b (new)

Draft opinion

1b. Stresses the importance of circular procurement and the example that can be given in this respect at every level of government;
Amendment 32
Johan Van Overtveldt

Draft opinion
Paragraph 1 c (new)

1c. Is convinced that innovation is crucial for further transition to a circular economy and accordingly welcomes the attention it receives in the communication;

Amendment 33
Johan Van Overtveldt

Draft opinion
Paragraph 1 d (new)

1d. Actively encourages producers to use their brand identity and market influence to promote sustainable and circular consumption;

Amendment 34
Jutta Paulus

Draft opinion
Paragraph 2

2. Calls on the Union to increase the share of renewable energies in transport;
2020 under Directive 2009/28/EC, aiming to achieve at least the 14% target set for 2030 under Directive (EU) 2018/2001; to accelerate the spread of battery electric vehicles (BEVs); emphasises the potential of EU-wide CO2 target levels for passenger cars to influence this spread\(^{4a}\);

\(^{4a}\) Estimates show that by 2030, BEVs could be between 3.9% and 13.0% of new car registrations, depending on those targets, EEA, Electric vehicles from life cycle and circular economy perspectives, 2018, p. 11.

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**Amendment 35**  
Benoît Lutgen

**Draft opinion**  
**Paragraph 2**

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2. Calls on the Union to increase the share of renewable energies in transport;

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**Amendment**

2. Calls on the Union to increase the share of renewable energies in *the various modes* of transport, *in particular by seeing to it that Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources is transposed in the Member States;*

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**Amendment 36**  
Giuseppe Ferrandino, Isabel García Muñoz, Kathleen Van Brempt, Maria Grapini, Alessandra Moretti

**Draft opinion**  
**Paragraph 2**

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**Draft opinion**

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**Amendment**
2. Calls on the Union to increase the share of renewable energies in transport; 2. Calls on the Union to increase the share of renewable energies in transport, in order to reduce greenhouse gas emissions and support the creation of new job opportunities;

Amendment 37
Anne-Sophie Pelletier

Draft opinion
Paragraph 2

Draft opinion Amendment

2. Calls on the Union to increase the share of renewable energies in transport; 2. Calls on the Union to increase the share of renewable energies in transport and to invest heavily in scientific research on green, zero-carbon energies;

Or. en

Amendment 38
Roman Haider

Draft opinion
Paragraph 2

Draft opinion Amendment

2. Calls on the Union to increase the share of renewable energies in transport; 2. Calls on the Union to create incentives to increase the share of renewable energies in transport;

Or. fr

Amendment 39
Benoît Lutgen

Draft opinion
Paragraph 2 a (new)
2a. Calls on the Commission to look into the negative effects of alternative fuels, in particular with regard to land use, to prevent alternative fuels from being produced at the expense of food crops; calls on the Commission to see to it that there is a limit on overly long distances between the sites at which raw materials are produced and the sites at which alternative fuels are produced;

Or. fr

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Amendment 40
Jutta Paulus

Draft opinion
Paragraph 2 a (new)

2a. Calls on the Commission to adopt additional measures to move towards a lower carbon electricity mix in the EU, considering that life-cycle emissions of battery electric vehicles (BEVs) charged with electricity generated from wind power could be almost 90 % lower than those of an equivalent internal combustion engine vehicle (ICEV)\(^a\);

\(^a\) EEA, Electric vehicles from life cycle and circular economy perspectives, 2018, p. 7.

Or. en

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Amendment 41
Johan Van Overtveldt

Draft opinion
Paragraph 3
3. Urges the Commission to internalise the external costs of transport and to establish greenhouse gas certification schemes;

Amendment
3. Urges the Commission to examine the various ways of internalising the external costs of transport;

Or. nl

Amendment 42
Benoît Lutgen

Draft opinion
Paragraph 3

Draft opinion
3. Urges the Commission to internalise the external costs of transport and to establish greenhouse gas certification schemes;

Amendment
3. Urges the Commission to finalise, in a directive, the existing studies on the external costs of transport and to establish greenhouse gas certification schemes;

Or. fr

Amendment 43
Jutta Paulus

Draft opinion
Paragraph 3

Draft opinion
3. Urges the Commission to internalise the external costs of transport and to establish greenhouse gas certification schemes;

Amendment
3. Urges the Commission to internalise the external costs of transport, to raise awareness of transport users and to promote cleaner transport solutions by establishing greenhouse gas certification schemes and common EU standards to estimate the carbon footprint of each passenger and freight journey; emphasises that greenhouse gas emissions caused through transport of intermediate goods in the production chain need to be included in certification schemes and urges the Union to take measures to make production chains less transport-
intensive;

Amendment 44
Izaskun Bilbao Barandica, Dominique Riquet, Elsi Katainen, Caroline Nagtegaal, Nicola Danti, Søren Gade

Draft opinion
Paragraph 3

Draft opinion

3. Urges the Commission to internalise the external costs of transport and to establish greenhouse gas certification schemes;

Amendment

3. Urges the Commission to internalise the external costs of transport and to establish greenhouse gas certification schemes; In this respect, stresses the importance of innovation and fiscal policies. Points to labelling as a critical tool to help consumers distinguish and choose the most sustainable services.

Amendment 45
Roman Haider

Draft opinion
Paragraph 3

Draft opinion

3. Urges the Commission to internalise the external costs of transport and to establish greenhouse gas certification schemes;

Amendment

3. Urges the Commission to internalise the external costs of transport without discriminating against any particular group of road users, and to establish greenhouse gas certification schemes;

Amendment 46
Giuseppe Ferrandino, Isabel García Muñoz, Kathleen Van Brempt, Maria Grapini, Alessandra Moretti
3. Urges the Commission to internalise the external costs of transport and to establish greenhouse gas certification schemes;

Amendment

3. Urges the Commission to internalise the external costs of transport, defining adequate incentives and pricing models and to establish greenhouse gas certification schemes;

Or. en

Amendment 47
Jutta Paulus

Draft opinion
Paragraph 3 a (new)

Draft opinion

3 a. Calls on the Commission to oblige transport contractors and operators of computerised reservation systems to provide information about CO2eq emissions, compared with data of the best alternative train, ship or bus connection;

Amendment

3a. Calls on the Commission to oblige transport contractors and operators of computerised reservation systems to provide information about CO2eq emissions, compared with data of the best alternative train, ship or bus connection;

Or. en

Amendment 48
Benoît Lutgen

Draft opinion
Paragraph 3 a (new)

Draft opinion

3a. Calls on the Commission and the Member States to support the most resource-efficient modes of transport, including via tax incentives, in particular by changing the VAT on train tickets;

Amendment

3a. Calls on the Commission and the Member States to support the most resource-efficient modes of transport, including via tax incentives, in particular by changing the VAT on train tickets;

Or. fr
Amendment 49
Jutta Paulus

Draft opinion
Paragraph 3 b (new)

Draft opinion
Amendment

3 b. Calls on the Union to lower greenhouse gas emissions of shipping by promoting the uptake of sail technology and adopting regulatory measures regarding slow steaming;

Or. en

Amendment 50
Julie Lechanteux

Draft opinion
Paragraph 4

Draft opinion
Amendment

4. Insists that the Union should adopt binding legislation on sustainable alternative transport fuels and charging infrastructure;

4. deleted

Or. fr

Amendment 51
Jutta Paulus

Draft opinion
Paragraph 4

Draft opinion
Amendment

4. Insists that the Union should adopt binding legislation on sustainable alternative transport fuels and charging infrastructure;

4. Recalls that the transport sector in the EU still depends heavily on oil and consequently on imports for its energy needs; insists therefore that, apart from including alternative fuels in the forthcoming Comprehensive European
Strategy on Sustainable and Smart Mobility, the Union should adopt binding legislation on sustainable and renewable alternative transport fuels based on life-cycle assessment; encourages the Commission to follow up on Directive 2014/94/EU on the deployment of alternative fuels infrastructure by setting more ambitious objectives and adopting binding legislation for the availability of charging and maintenance infrastructure for electric vehicles throughout Europe\(^{6b}\).

\(^{6a}\) COM European Strategy for Low-Emission Mobility, 2016, p. 4.

\(^{6b}\) This being crucial for their mass acceptance and deployment, as well as reducing the necessary vehicle driving range which is directly linked to battery size and associated environmental impacts of battery production, EEA, Electric vehicles from life cycle and circular economy perspectives, 2018, p. 27.

Draft opinion
Paragraph 4

4. Insists that the Union should adopt binding legislation on sustainable alternative transport fuels and charging infrastructure;
Draft opinion
Paragraph 4

4. Insists that the Union should adopt binding legislation on sustainable alternative transport fuels and charging infrastructure;

Amendment
4. Insists that the Union should adopt binding legislation with EU standards on sustainable alternative transport fuels and charging infrastructure for all modes of transport, as well as guaranteeing the sufficient EU financing and human resources for an efficient provision and implementation of the latter; notes that this legislation should take into account the particular needs of islands, outermost regions, peripheral regions, mountainous and depopulated areas;

Or. en

Amendment 54
Izaskun Bilbao Barandica, Elsi Katanen, Caroline Nagtegaal, Nicola Danti, Søren Gade

Draft opinion
Paragraph 4

4. Insists that the Union should adopt binding legislation on sustainable alternative transport fuels and charging infrastructure;

Amendment
4. Insists that the Union should adopt binding legislation on sustainable alternative and renewable transport fuels and charging infrastructure; Encourages the harmonisation of fiscal stimulus policies for the consumption of this type of fuels and the purchase of vehicles that use them.

Or. en

Amendment 55
Giuseppe Ferrandino, Isabel García Muñoz, Kathleen Van Brempt, Maria Grapini,
Alessandra Moretti

Draft opinion
Paragraph 4

Draft opinion

4. Insists that the Union should adopt binding legislation on sustainable alternative transport fuels and charging infrastructure;

Amendment

4. Insists that the Union should adopt binding legislation on sustainable alternative transport fuels and charging infrastructure, **optimising synergies at European, national and regional level.**

Or. en

Amendment 56
Benoît Lutgen

Draft opinion
Paragraph 4 a (new)

Draft opinion

4a. **Calls on the Member States and the Commission to prioritise, in the recovery and resilience plans and the various EU financing instruments, initiatives relating to the circular economy and the use of renewables in transport, in particular by the swift deployment of appropriate infrastructure;**

Amendment

Or. fr

Amendment 57
Kathleen Van Brempt

Draft opinion
Paragraph 4 a (new)

Draft opinion

4 a. **Notes that a precautionary approach is needed when looking at chemical recycling processes that produce petrochemical feedstock (syngas and oils).**
These carbon- and energy intensive processes should not be categorised as recycling processes, in order to avoid "greenwashing" the transformation of plastic waste into fossil fuels;

Amendment 58
Izaskun Bilbao Barandica, Dominique Riquet, Elsi Kattainen, Caroline Nagtegaal, Nicola Danti, Søren Gade

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4 a. Highlights the role that public procurement should have in the acquisition of vehicles and the articulation of public transport networks based on sustainability and the principles of the circular economy. Stresses the effect this policy should have on user awareness and the necessary changes in mobility habits.

Or. en

Amendment 59
Anne-Sophie Pelletier

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Calls on the Commission to promote rail and river transport for long journeys;

Or. fr

Amendment 60
Izaskun Bilbao Barandica, Dominique Riquet, Elsi Katainen, Caroline Nagtegaal, Nicola Danti, Søren Gade

Draft opinion
Paragraph 4 b (new)

4 b. Insists on the need to take advantage of the principle of intermodality also in urban transport, analysing and eliminating duplications and integrating resources such as shared bicycles or promoting the collective use of private vehicles.

Amendment 61
Anne-Sophie Pelletier

Draft opinion
Paragraph 4 b (new)

4b. Calls for the creation of an intricate European network of depots in connection with the circular economy, and for intermodal logistics hubs to be set up;

Amendment 62
Jutta Paulus

Draft opinion
Paragraph 5

5. Notes that shared mobility services save resources in production; the need to increase occupancy rates and load factors; highlights that shared mobility services can benefit circular economy and
the reduction of environmental impacts from transport; highlights that there would be less, but more intensively used vehicles, thus saving resources in production; believes that shared mobility can lead to the use of smaller electric vehicles with a lower range and less energy demand, allowing for lighter batteries produced with lower GHG emissions; points out that users can reduce range anxiety by trialling vehicles; highlights that users can use a vehicle meeting only their daily needs instead of having to buy a vehicle that would meet their peak need; notes that shared mobility benefits transport users by providing a higher degree of flexibility; underlines the need to distinguish - with a monetary threshold as a suitable indicator - between non-professional shared mobility and commercial transporting services in EU terminology, so as to lower barriers for shared mobility; believes that the European Union should support small initiatives - often on a local level and implemented by micro, small or medium sized mobility enterprises or cooperatives - which bear great potential for innovation and resource-saving⁷a;

⁷a Example: modular systems of trains, which adapt flexibly to changing transportation needs, achieved by waggons configured with specific modules for taking passengers, luggage, freight or a combination of those.

Or. en

Amendment 63
Benoît Lutgen

Draft opinion
Paragraph 5
5. Notes that shared mobility services save resources in production; calls on the Commission to look into the impact that different services have on the use of resources; calls on the Commission and the Member States to promote the most sustainable shared-mobility services and initiatives via a long-term strategy, and in particular via taxation, for example by reducing vehicle registration tax for the vehicles used by such services;

Amendment 64
Izaskun Bilbao Barandica, Dominique Riquet, Elsi Katainen, Caroline Nagtegaal, Nicola Danti, Søren Gade

Draft opinion
Paragraph 5

5. Notes that shared mobility services save resources in production;

Therefore, calls for the promotion of intelligent transport systems that help to promote intelligent intermodality, including the "last mile", and to provide users integrated information for purchasing and procurement decisions. Such information should pay particular attention to data on the origin of products and services, operating costs and their relationship to greenhouse gas emissions detailed by option.

Amendment 65
Johan Van Overtveldt

Draft opinion
Paragraph 5
5. Notes that shared mobility services save resources in production;

5. Stresses that, in addition to innovative technologies, new circular business models offering sustainable services are also crucial; notes that the use of shared mobility services, such as public transport and car sharing, save resources in production provided that they form part of a broader circular and multi-modal strategy;

Or. nl

Amendment 66
Anne-Sophie Pelletier

Draft opinion
Paragraph 5

Draft opinion

5. Notes that shared mobility services save resources in production;

5. Notes that shared mobility services save resources in production, and calls for car-sharing platforms to be promoted, for car-sharing areas to be set up, and for inter-company journey plans to be established;

Or. fr

Amendment 67
Giuseppe Ferrandino, Isabel García Muñoz, Kathleen Van Brempt, Maria Grapini, Alessandra Moretti

Draft opinion
Paragraph 5

Draft opinion

5. Notes that shared mobility services save resources in production;

5. Notes that shared mobility services save resources in production, stresses that shared mobility services decrease congestion and contribute to solve urban transport density problems;
Amendment 68
Jutta Paulus

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Stresses the need for innovation and development of new technologies in the transport sector; notes that a higher number of patents on alternative energy is currently issued outside the EU; emphasises the importance of keeping the value and the jobs created through innovation within the Union; urges for further research on vehicle use, using data from national travel surveys and periodic roadworthiness tests, as robust evidence on annual mileage, trip purpose and lifetime mileage is currently limited, impeding the full exploitation of efficiency and carbon saving potential;

Amendment 69
Isabel García Muñoz, Giuseppe Ferrandino

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Notes that it is a good time for cities to take the initiative to rethink their transportation systems and transport flows; calls for local and regional authorities to take into account the participation of civil society and the main stakeholders (transport operators, distributors, employees, research and investigation centres, universities…) to this aim;
Amendment 70
Benoît Lutgen

Draft opinion
Paragraph 5 a (new)

5a. Calls on the Commission and the Member States to support the development, in the transport sector, of options to rent goods or services rather than purchase them, as that would make for a better use of resources;

Amendment 71
Anne-Sophie Pelletier

Draft opinion
Paragraph 5 a (new)

5a. calls for transport requests to be digitalised and pooled via the creation of inter-company platforms;

Amendment 72
Benoît Lutgen

Draft opinion
Paragraph 5 b (new)

5b. Calls on the Commission and the Member States to promote compliance with the requirements of the circular economy in the regulation and supply of
public transport and public transport concessions and in their vehicle fleets, as well as in public procurement procedures for transport infrastructure;

Or. fr

Amendment 73
Jutta Paulus

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5 b. Highlights that a key factor affecting energy consumption of battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs) is the extent to which regenerative braking can be used to recuperate energy, making it another crucial area for research;

Or. en

Amendment 74
Benoît Lutgen

Draft opinion
Paragraph 5 c (new)

Draft opinion

Amendment

5c. Calls on the Commission to come up with a legal framework to prevent, as far as possible, vehicles making unladen journeys, in particular by adopting binding standards and initiatives in the areas of reverse logistics and load consolidation;

Or. fr

Amendment 75
Benoît Lutgen

Draft opinion
Paragraph 5 d (new)

Draft opinion

Amendment

5d. Emphasises how important it is to develop short supply chains when it comes to the reuse of raw materials and waste management;

Or. fr

Amendment 76
Anne-Sophie Pelletier

Draft opinion
Paragraph 6

Draft opinion

Amendment

6. Notes that the environmental impacts caused by the extraction and processing of raw materials for vehicles can be reduced through material efficiency and improved recycling;

6. Notes that the environmental impacts caused by the extraction and processing of raw materials for vehicles can be reduced through material efficiency and improved recycling, and calls for quotas to be established for the use of recyclable composite materials, and recycled and recyclable materials, in the manufacture of vehicles;

Or. fr

Amendment 77
Jutta Paulus

Draft opinion
Paragraph 6

Draft opinion

Amendment

6. Notes that the environmental impacts caused by the extraction and processing of raw materials for vehicles can be reduced through material efficiency

6. Notes that environmental impacts caused by extraction and processing of raw materials for vehicles can be reduced through material efficiency, a shift to less
and improved recycling; critical materials, phasing out of harmful substances in vehicle equipment and improved recycling; highlights that the design phase is crucial for the subsequent reuse and recycling potential;

Amendment 78
Johan Van Overtveldt

Draft opinion
Paragraph 6

6. Notes that the environmental impacts caused by the extraction and processing of raw materials for vehicles can be reduced through material efficiency and improved recycling; 6. Notes that the environmental impacts caused by the extraction and processing of raw materials for vehicles can be reduced through material efficiency, reuse and improved recycling and that innovative technologies are therefore an essential component of a circular mobility policy;

Amendment 79
Benoît Lutgen

Draft opinion
Paragraph 6

Draft opinion

6. Notes that the environmental impacts caused by the extraction and processing of raw materials for vehicles can be reduced through material efficiency and improved recycling;

Amendment

6. Notes that the environmental impacts caused by the extraction and processing of raw materials for vehicles can be reduced through material efficiency, increasing the service life of vehicles, repairs, preparation for re-use and improved recycling;

Or. fr
6. Notes that the environmental impacts caused by the extraction and processing of raw materials for vehicles can be reduced through material efficiency and improved recycling;

6. Notes that the environmental impacts caused by the extraction and processing of raw materials for vehicles can be reduced through material efficiency, the rational use thereof and improved recycling and reuse;

6. Notes that the environmental impacts caused by the extraction and processing of raw materials for vehicles can be reduced through eco-design, material efficiency and improved recycling;

6 a. Notes that it is crucial to embed the entire value chain of the production and recycling of electrical vehicles and
batteries within EU borders. Not only from a circular economy point of view and the optimal use and re-use of raw materials and rare earths, but also for health, social, employment and economic reasons. To enhance this viewpoint, appropriate rules of origin need to be in place;

Amendment 83
Isabel García Muñoz, Giuseppe Ferrandino

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Highlights the need for research and innovation to extend the useful life-cycle of the materials and components of electric or hybrid vehicles; recalls that these materials can be reused or, if that is not possible, be recycled, in order to reintroduce them into the value chain;

Or. en

Amendment 84
Giuseppe Ferrandino, Isabel García Muñoz, Kathleen Van Brempt, Maria Grapini, Alessandra Moretti

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Calls on the Commission, in the process of reviewing Directive 2000/53/EC on end-of-life vehicles, to assess the possibility to include appropriate measures to improve waste collection systems and create an adequate tracking system.
Amendment 85
Jutta Paulus

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Calls on the Union to take action against the continuous increase of vehicle weight associated with higher demand for raw materials, fuel consumption and CO2 emissions;

Or. en

Amendment 86
Anne-Sophie Pelletier

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6a. Calls for the establishment of an effective traceability system for materials to guarantee the quality and reliability of products from the circular economy;

Or. fr

Amendment 87
Isabel García Muñoz, Giuseppe Ferrandino

Draft opinion
Paragraph 6 b (new)

Draft opinion

Amendment

6 b. Highlights the importance of the designing of vehicles in sustainable and circular economy terms, so that they can be reused and which will considerably
facilitate their recycling as well;

Or. en

Amendment 88
Roman Haider

Draft opinion
Paragraph 7

Draft opinion

7. Urges the Commission to introduce longer guarantee periods and a right to repair for vehicles;

Amendment

7. Urges the Commission to discuss and evaluate longer guarantee periods and a right to repair for vehicles;

Or. de

Amendment 89
Johan Van Overtveldt

Draft opinion
Paragraph 7

Draft opinion

7. Urges the Commission to introduce longer guarantee periods and a right to repair for vehicles;

Amendment

7. Urges the Commission to introduce guarantee periods and a right to repair for vehicles, particularly those using new technologies;

Or. nl

Amendment 90
Jutta Paulus

Draft opinion
Paragraph 7

Draft opinion

7. Urges the Commission to introduce longer guarantee periods and a right to repair for vehicles;

Amendment

7. Urges the Commission to introduce longer guarantee times and a right to repair for vehicles; emphasises that fabrication
of a car causes 15 - 20% of its CO2 emissions in a life-cycle assessment\textsuperscript{7a};

\textsuperscript{7a} https://www.vcoe.at

Amendment 91
Izaskun Bilbao Barandica, Dominique Riquet, Elsi Katainen, Caroline Nagtegaal, Nicola Danti, Søren Gade

Draft opinion
Paragraph 7

\textit{Draft opinion} \hspace{1cm} \textit{Amendment}

7. Urges the Commission to introduce longer guarantee periods and a right to repair for vehicles;

7. Urges the Commission to introduce longer guarantee periods and a right to repair for vehicles; \textit{Encourages exploration of the benefits that an efficient combination of scanning and 3D printing can bring to repair processes.}

Amendment 92
Benoît Lutgen

Draft opinion
Paragraph 7

\textit{Draft opinion} \hspace{1cm} \textit{Amendment}

7. Urges the Commission to introduce longer guarantee periods and a right to repair for vehicles;

7. Urges the Commission to \textit{review the existing regulatory framework for after-sales markets in order to} introduce longer guarantee periods and a right to repair for vehicles;

Amendment 93
Kathleen Van Brempt
Draft opinion
Paragraph 7

7. Urges the Commission to introduce longer guarantee periods and a right to repair for vehicles;

Amendment

7. Urges the Commission to introduce producer liability, product passports, longer guarantee periods, information on and access to spare parts and a right to repair for vehicles;

Or. en

Amendment 94
Anne-Sophie Pelletier

Draft opinion
Paragraph 7

Draft opinion

7. Urges the Commission to introduce longer guarantee periods and a right to repair for vehicles;

Amendment

7. Urges the Commission to introduce longer guarantee periods and a right to repair for vehicles, and to bring in a repairability index;

Or. fr

Amendment 95
Benoît Lutgen

Draft opinion
Paragraph 7 a (new)

Draft opinion

7a. Calls on the Commission to look into the impact that the growth of digital technologies and applications is having on the service life of vehicles, and to guarantee a right to repair and update digital equipment and obsolete software at an affordable price;

Amendment

Or. fr
Amendment 96
Giuseppe Ferrandino, Isabel García Muñoz, Kathleen Van Brempt, Maria Grapini, Alessandra Moretti

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7 a. Calls on the Commission to assess the potential of eco-design measures for vehicles, in order to facilitate the reuse and recycling of their parts;

Or. en

Amendment 97
Johan Van Overtveldt

Draft opinion
Paragraph 8

Draft opinion

Amendment

8. Calls on the Commission to phase out non-rechargeable batteries and to define an increasing share of recycled content in batteries; stresses the relevance of charging patterns for battery electric vehicles for the integration of the sector;

8. Stresses the relevance of charging patterns for battery electric vehicles in the interests of integrated grid management; calls on the Commission to consider the circular management of the material flow of electric vehicle batteries and to ensure maximum reuse;

Or. nl

Amendment 98
Jutta Paulus

Draft opinion
Paragraph 8

Draft opinion

Amendment

8. Calls on the Commission to phase out non-rechargeable batteries and to define an increasing share of recycled

8. Welcomes the ambition expressed by the Commission in the CEAP to progress swiftly on the sustainability and
content in batteries; stresses the relevance of charging patterns for battery electric vehicles for the integration of the sector; circular potential of batteries for electromobility and to propose a regulatory framework for batteries in 2020\textsuperscript{8a}; calls on the Commission to phase out non-rechargeable batteries and to define an increasing share of recycled content in batteries which can save up to 50\% of greenhouse gas emissions in production\textsuperscript{8b}; underlines that standardisation of battery design can be key for enabling future battery reuse and recycling, complemented by designs allowing for reduced inputs of raw materials and use of alternative materials; highlights the potential of a cascaded reuse of batteries in alternative, less demanding stationary applications, such as for the storage and supply of energy, namely to provide quick charging for electric vehicles; emphasises the need for more research on second-use applications, especially for assessing the degradation of battery components, the lifetime and efficiency of batteries in their second use;

\textsuperscript{8a} The most important component determining environmental impact of vehicles is the battery.

\textsuperscript{8b} EEA, Electric vehicles from life cycle and circular economy perspectives, 2018, p. 16, referring to: Dunn, J., et al., 2015, 'The significance of Li-ion batteries in electric vehicle life-cycle energy and emissions and recycling’s role in its reduction', Energy and Environmental Science 8, pp. 158-168.

Or. en

Amendment 99
Benoît Lutgen

Draft opinion
Paragraph 8
Draft opinion

8. Calls on the Commission to phase out non-rechargeable batteries and to define an increasing share of recycled content in batteries; stresses the relevance of charging patterns for battery electric vehicles for the integration of the sector;

Amendment

8. Calls on the Commission to phase out non-rechargeable batteries where an alternative exists, and to define an increasing share of recycled content in batteries; stresses the relevance of charging patterns for battery electric vehicles for the integration of the sector, and calls on the Commission to step up the development of European standards in the area of recharging;

Or. fr

Amendment 100
Isabel García Muñoz, Giuseppe Ferrandino

Draft opinion
Paragraph 8

Draft opinion

8. Calls on the Commission to phase out non-rechargeable batteries and to define an increasing share of recycled content in batteries; stresses the relevance of charging patterns for battery electric vehicles for the integration of the sector;

Amendment

8. Calls on the Commission to phase out non-rechargeable batteries and to define an increasing share of recycled content in batteries, as well as longer lifecycles; stresses the relevance of charging patterns for battery electric vehicles for the integration of the sector;

Or. en

Amendment 101
Jutta Paulus

Draft opinion
Paragraph 8 a (new)

Draft opinion

8 a. Stresses the relevance of battery electric vehicles charging patterns for sector integration and greenhouse gas performance, as charging during times when supply of renewable electricity

Amendment

8 a. Stresses the relevance of battery electric vehicles charging patterns for sector integration and greenhouse gas performance, as charging during times when supply of renewable electricity
surpasses demand can help stabilise the grid, thus decreasing the GHG emissions of the grid mix as a whole, whereas on the contrary charging coinciding with peaks in other energy use in the evenings can exacerbate peak electricity demand which is often met using carbon-intensive electricity sources such as gas- and oil-fired power stations; calls on the Commission to promote smart charging technologies which can control the timing of charging, thus contributing to grid stability, low energy cost and use of renewable energy and which further enable batteries to play an active role in the electricity grid, by storing excess renewable power and feeding energy back into the grid when needed; notes the potential for users to become energy prosumers by feeding energy of their vehicle’s batteries into the grid in return for a financial reward or by using self-generated electricity from solar panels for charging their vehicles.  

9a EEA, Electric vehicles from life cycle and circular economy perspectives, 2018

Draft opinion

Amendment 102
Benoît Lutgen
Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. Calls on the Commission to look into the way in which all Member States could authorise retrofitting using combustion or electric engines, in line with the relevant safety standards;

Or. en

Or. fr
Amendment 103
Anne-Sophie Pelletier

Draft opinion
Paragraph 8 a (new)

8a. Calls on the Commission to promote the relocation of manufacturing and maintenance sites to make it easier to check whether environmental and social standards are being applied, while also fostering employment;

Or. fr

Amendment 104
Johan Van Overtveldt

Draft opinion
Paragraph 8 a (new)

8a. Stresses that electric vehicles alone are insufficient and must be accompanied by a combination of circular options such as car sharing, carpooling and reduced travel distances;

Or. nl

Amendment 105
Sven Schulze

Draft opinion
Paragraph 8 a (new)

8a. Calls on the Commission to take into consideration the whole of the value chain and the carbon footprint of battery production;
Amendment 106
Benoît Lutgen

Draft opinion
Paragraph 8 b (new)

8b. Calls on the Commission to ensure that, for each mode of transport, all alternative fuels – including hydrogen and used cooking oil – have been considered with a view to their development possibilities and their impact on the environment;

Amendment

Amendment 107
Sven Schulze

Draft opinion
Paragraph 8 b (new)

8b. Calls on the Commission to find solutions to the problem of the burgeoning market for second-life use of batteries from electric vehicles such as their use for storage for renewables in buildings;

Amendment

Amendment 108
Jutta Paulus

Draft opinion
Paragraph 9
9. Calls on the Commission to restrict exports of waste to third countries, as they increase the *life-cycle* emissions of products;
products; and calls for the development of capacities to combat illegal exports and fraud, in particular the disguising of waste exports as second-hand vehicles;

Or. fr

Amendment 111
Kathleen Van Brempt

Draft opinion
Paragraph 9

Draft opinion

9. Calls on the Commission to restrict exports of waste to third countries, as they increase the life–cycle emissions of products;

Amendment

9. Calls on the Commission to restrict exports of waste to third countries, as they increase the life–cycle emissions of products, cause international health problems, lead to the loss of valuable (raw) materials and compounds and have negative effects on job creation in the EU;

Or. en

Amendment 112
Anne-Sophie Pelletier

Draft opinion
Paragraph 9

Draft opinion

9. Calls on the Commission to restrict exports of waste to third countries, as they increase the life–cycle emissions of products;

Amendment

9. Calls on the Commission to restrict exports of waste to third countries, as they increase the life-cycle emissions of products, and calls for recycling sites to be relocated in order for there to be full control over the cycles of the circular economy;

Or. fr

Amendment 113
Draft opinion

Paragraph 9

9. Calls on the Commission to restrict exports of waste to third countries, as they increase the life-cycle emissions of products; and to place greater emphasis on recycling and reuse;

Amendment

9. Calls on the Commission to restrict exports of waste to third countries, as they increase the life-cycle emissions of products.

Amendment 114

Benoît Lutgen

Draft opinion

Paragraph 9 a (new)

9a. Calls on the Commission to step up the fight against waste being discharged into seas, rivers and streams during transport operations; calls on the Commission to come up with a strategy to detect and recover waste in the sea, and to promote that strategy as part of the Global Circular Economy Alliance;

Amendment

9a. Calls on the Commission to step up the fight against waste being discharged into seas, rivers and streams during transport operations; calls on the Commission to come up with a strategy to detect and recover waste in the sea, and to promote that strategy as part of the Global Circular Economy Alliance;

Amendment 115

Sven Schulze

Draft opinion

Paragraph 10

10. Urges the Commission to make reusable packaging and containers for transport compulsory; calls for an EU-wide take-back scheme for standard industrial

Amendment

10. Urges the Commission to make reusable packaging and containers for transport compulsory, a solution which should only be used for food if it does not
packaging; represent an unreasonable burden and if it contributes to food safety; calls for an EU-wide take-back scheme for standard industrial packaging;

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<th>Amendment 116</th>
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<td>Draft opinion</td>
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<td><strong>Draft opinion</strong></td>
<td><strong>Amendment</strong></td>
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<tr>
<td>10. Urges the <strong>Commission</strong> to make <strong>reusable packaging and containers for transport compulsory</strong>; calls for an EU-wide take-back scheme for standard industrial packaging;</td>
<td>10. Urges the <strong>Member States</strong> to make it compulsory to take back standard industrial packaging also for reuse and recycling purposes;</td>
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<th>Amendment 117</th>
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<td><strong>Amendment</strong></td>
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<tr>
<td>10. <strong>Urges</strong> the Commission to make <strong>reusable packaging and containers for transport compulsory</strong>; calls for an EU-wide take-back scheme for standard industrial packaging;</td>
<td>10. <strong>Calls on</strong> the Commission to <strong>create incentives to increase the share of</strong> reusable packaging and containers for transport; calls for an EU-wide take-back scheme for standard industrial packaging;</td>
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<th>Amendment 118</th>
<th>Isabel García Muñoz, Giuseppe Ferrandino</th>
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<td>Draft opinion</td>
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</table>
10 a. Highlights the importance of using and investing in building techniques that allow the infrastructures to be more sustainable and resilient, which will improve maintenance and considerably increase the lifetime of infrastructures;

Or. en

Amendment 119
Benoît Lutgen

Draft opinion
Paragraph 10 a (new)

10a. Calls on the Commission and the Member States to support efforts to raise public awareness about the deployment of the circular economy in the field of transport;

Or. fr

Amendment 120
Benoît Lutgen

Draft opinion
Paragraph 10 b (new)

10b. Urges the Commission to develop the use of a European label for sustainable transport and logistics services;

Or. fr

Amendment 121
Draft opinion
Paragraph 10 c (new)

10c. Calls on the Commission to develop indicators to make it possible to analyse and ensure the development of the circular economy in the context of transport;

Amendment

11. Calls on the Commission to include the tourism sector in its ambitions for a circular economy; emphasises that tourism businesses should be encouraged to participate in the EU Ecolabel and the EU Eco-Management and Audit Scheme (EMAS).

Amendment 122
Jutta Paulus

Draft opinion
Paragraph 11

11. Calls on the Commission to include the tourism sector in their ambitions for a circular economy, given that most services provided to tourists and hotel guests are highly resource-intensive considering energy, water and raw materials; recalls the Commission’s 2010 Communication on a new political framework for tourism in Europe, where a sustainable tourism was envisaged and tourism businesses were called to reduce their use of drinking water, their greenhouse gas emissions and environmental footprint, to use clean energy and in general to use natural resources responsibly; prompts the Commission to support Member States with the implementation of European environmental legislation and the goals of the new Circular Economy Action Plan (CEAP) in their national tourism strategies and individual projects; emphasises that tourism businesses should be encouraged to participate in the EU Eco-label and the EU Eco-Management
and Audit Scheme (EMAS);  

10a Research paper on circular economy, Centre for Regional and Tourism Research, Denmark, 2017, p. 75.

Amendment 123
Benoît Lutgen

Draft opinion
Paragraph 11

Draft opinion

11. Calls on the Commission to include the tourism sector in its ambitions for a circular economy; emphasises that tourism businesses should be encouraged to participate in the EU Ecolabel and the EU Eco-Management and Audit Scheme (EMAS).

Amendment

11. Calls on the Commission to include the tourism sector in its ambitions for a circular economy, by supporting local tourism in particular; emphasises that tourism businesses should be encouraged to participate in the EU Ecolabel and the EU Eco-Management and Audit Scheme (EMAS); calls on the Commission to support initiatives allowing for the carbon offsetting of tourist travel;

Amendment 124
Isabel García Muñoz, Giuseppe Ferrandino

Draft opinion
Paragraph 11

Draft opinion

11. Calls on the Commission to include the tourism sector in its ambitions for a circular economy; emphasises that tourism businesses should be encouraged to participate in the EU Ecolabel and the EU Eco-Management and Audit Scheme (EMAS).

Amendment

11. Calls on the Commission to include the tourism sector in its ambitions for a circular economy in order to advance in the innovation, sustainability and resilience of the sector; emphasises that tourism businesses should be encouraged to participate in the EU Ecolabel and the EU Eco-Management and Audit Scheme.
**Amendment 125**  
Giuseppe Ferrandino, Isabel García Muñoz, Kathleen Van Brempt, Maria Grapini, Alessandra Moretti

**Draft opinion**  
**Paragraph 11**

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<td>11. Calls on the Commission to include the tourism sector in its ambitions for a circular economy; emphasises that tourism businesses should be encouraged to participate in the EU Ecolabel and the EU Eco-Management and Audit Scheme (EMAS).</td>
<td>11. Calls on the Commission to include the tourism sector in its ambitions for a circular economy; emphasises that tourism businesses should be encouraged, <em>stimulated and incentivised</em> to participate in the EU Ecolabel and the EU Eco-Management and Audit Scheme (EMAS).</td>
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**Amendment 126**  
Roman Haider

**Draft opinion**  
**Paragraph 11**

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<td>11. Calls on the Commission to include the tourism sector in its ambitions for a circular economy; emphasises that tourism businesses should be <em>encouraged</em> to participate in the EU Ecolabel and the EU Eco-Management and Audit Scheme (EMAS).</td>
<td>11. Calls on the Commission to include the tourism sector in its ambitions for a circular economy <em>and to increase its importance</em>; emphasises that tourism businesses should be <em>motivated</em> to participate in the EU Ecolabel and the EU Eco-Management and Audit Scheme (EMAS).</td>
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**Amendment 127**  
Jutta Paulus
11 a. Underlines the importance to develop a comprehensive circular infrastructure, which encourages tourism businesses such as hotels to produce and procure renewable energy; calls on the Commission to develop a strategy to enhance the use of recycled water; highlights the significance of a strong infrastructure especially for SMEs, which do not have the financial and organisational means to develop such infrastructure themselves;

Or. en

11a. Calls on the Commission to encourage the establishment of biodiversity- and people-friendly local tourism networks around territorial tourism development cooperatives that make it possible to forge links between tourism professionals, local producers, public authorities, local businesses and craftspeople.

Or. fr

Amendment 129
Izaskun Bilbao Barandica, Dominique Riquet, Elsi Katainen, Caroline Nagtegaal, Søren Gade
Paragraph 11 a (new)

Draft opinion

Amendment

11 a. Highlights the importance of incorporating the principles of eco-design into the generation of new tourism services, both from the perspective of the goods used to provide them and the processes and environmental impact of the supply.

Or. en

Amendment 130
Isabel García Muñoz, Giuseppe Ferrandino

Draft opinion
Paragraph 11 a (new)

Draft opinion

Amendment

11 a. Highlights the importance of defining and designing innovative training and upskilling projects on circular economy for workers in all sectors, including transport, taking into account the needs of the sector and the skills required;

Or. en

Amendment 131
Jutta Paulus

Draft opinion
Paragraph 11 b (new)

Draft opinion

Amendment

11 b. Notes that various studies indicate a disproportionately high level of food waste related to the hospitality sector; urges the Commission to deploy training schemes for cooks in order to reduce food waste, calls for more reuse of food waste
as animal feed or to produce biogas; believes that SMEs in the hospitality food sector have high potential for innovation and development of new circular solutions; calls on the Commission to work together with the Member States to remove institutional barriers which prevent circular food applications, such as regulations against food surplus distribution or quotas and subsidies influencing farmer’s choices of crops and animal feed.

Amendment 132
Isabel García Muñoz, Giuseppe Ferrandino

Draft opinion
Paragraph 11 b (new)

Draft opinion

Amendment

11 b. Stresses the importance of coordination between the European Commission, Member States and regional and local authorities to advance in the achievement of the goals set in the new Circular Economy Action plan; calls on the exchange of good practices and projects at all levels;

Amendment 133
Izaskun Bilbao Barandica, Dominique Riquet, Elsi Katainen, Caroline Nagtegaal, Nicola Danti, Søren Gade

Draft opinion
Paragraph 11 b (new)

Draft opinion

Amendment

11 b. Encourages initiatives such as the European cycle route network that support tourism experience based on
healthy activities and contact with the environment.

Amendment 134
Izaskun Bilbao Barandica, Dominique Riquet, Elsi Katainen, Caroline Nagtegaal, Nicola Danti, Søren Gade
Draft opinion
Paragraph 11 c (new)

Draft opinion
Amendment

11 c. Underlines the role that the tourism sector must play in public policies against food waste. Encourages the integration of its professionals in improving data collection on this issue and in raising awareness, disseminating and implementing measures to prevent it. Highlights the sector's potential to lead the creation of solidarity networks that transform the risk of food waste into an opportunity for solidarity and the promotion of the circular economy.

Amendment 135
Isabel García Muñoz, Giuseppe Ferrandino
Draft opinion
Paragraph 11 c (new)

Draft opinion
Amendment

11 c. Calls on the Commission, Member States and local and regional authorities to further invest in education and awareness-raising campaigns about the benefits and advantages of circular economy actions;