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| European Parliament2019-2024 | EP logo RGB_Mute |

<Commission>{TRAN}Committee on Transport and Tourism</Commission>

<RefProc>2020/2242</RefProc><RefTypeProc>(INI)</RefTypeProc>

<Date>{08/12/2020}8.12.2020</Date>

<TypeAM>AMENDMENTS</TypeAM>

<RangeAM>1 - 216</RangeAM>

<TitreType>Draft opinion</TitreType>

<Rapporteur>Georg Mayer</Rapporteur>

<DocRefPE>(PE660.164v01-00)</DocRefPE>

<Titre>A European Strategy for Hydrogen</Titre>

<DocRef>(2020/2242(INI))</DocRef>

AM\_Com\_NonLegOpinion

<RepeatBlock-Amend><Amend>Amendment <NumAm>1</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Citation 1 (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***-***  ***having regard to the Agreement adopted at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (COP21) in Paris on 12 December 2015 (the Paris Agreement),*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>2</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Citation 2 (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***-*** ***having regard to the Commission communication of 8 July 2020 entitled ‘A hydrogen strategy for a climate-neutral Europe’ (COM(2020)0301),*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>3</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Citation 3 (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***-*** ***having regard to the Commission communication of 11 December 2019 entitled ‘Stepping up Europe’s 2030 climate ambition - Investing in a climate-neutral future for the benefit of our people’ (COM(2020)0562),*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>4</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Citation 4 (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***-*** ***having regard to the Commission communication of 11 December 2019 on the European Green Deal (COM(2019)0640),*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>5</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Citation 5 (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***-*** ***having regard to the Commission communication of 10 March 2020 entitled ‘A New Industrial Strategy for Europe’ (COM(2020)0102),*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>6</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Citation 6 (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-*** ***having regard to 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,*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>7</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Citation 7 (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-*** ***having regard to Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure,*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>8</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Citation 8 (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***-*** ***having regard to Regulation (EU) 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European network transport network,*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>9</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Citation 9 (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-*** ***having regard to Regulation (EU) 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe facility,*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>10</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Citation 10 (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-*** ***having regard to its resolution of 15 January 2020 on the European Green Deal,*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>11</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital -A a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-Aa.*** ***Whereas, the EU has endorsed the Paris Agreement, the Green Deal and the goal of climate neutrality by 2050;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>12</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital -A a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-Aa.*** ***whereas the EU Hydrogen Strategy, as a key policy to develop within the framework of the European Green Deal, aims to establish the necessary guidelines to develop the role of clean hydrogen in efficiently reducing emissions in the EU; whereas to this end, the strategy addresses the main fields of action where the sector of transport, including the different transport modes, infrastructure and R&D, plays a key role;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>13</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-A.*** ***whereas the "EU Hydrogen Strategy" establishes hydrogen as an essential element to support the EU's commitment to achieve carbon neutrality by 2050 and to support the global effort to implement the Paris Agreement;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>14</NumAm>

<RepeatBlock-By><Members>Johan Van Overtveldt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-A.*** ***whereas hydrogen is a promising technology in connection with the decarbonisation and sustainability of both industrial products and processes and the transport sector;*** |

Or. <Original>{NL}nl</Original>

</Amend>

<Amend>Amendment <NumAm>15</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A</Article>

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|  |
| Draft opinion | Amendment |
| A. whereas the transport sector ***is difficult to decarbonise and each area (land*** transport***, shipping***, aviation***) has its own peculiarities***; | A. whereas the transport sector ***offers a huge greenhouse gas reduction potential through modal shift, efficiency and electrification, especially for passenger cars, busses and train*** transport***; given the better alternatives such as energy efficiency and direct electrification, as well as current high production cost, the use of hydrogen shall be reserved exclusively for processes and applications that have no other alternative to become climate neutral, such as long distance cargo***, aviation ***and maritime transport; stresses that it should never replace an overall regulatory mix prioritising modal shift and binding CO2 standards***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>16</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A</Article>

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|  |
| Draft opinion | Amendment |
| A. whereas the transport sector ***is difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities***; | A. whereas***, in order to achieve our climate targets,*** the transport sector ***needs to be deeply decarbonised and reduce its emissions by 90% by 2050***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>17</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A</Article>

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|  |
| Draft opinion | Amendment |
| A. whereas the transport sector ***is difficult*** to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities; | A. whereas the transport sector ***needs*** to decarbonise ***by 2050*** and each area (land transport, shipping, aviation) has its own peculiarities; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>18</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A</Article>

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|  |
| Draft opinion | Amendment |
| A. whereas the transport sector is difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities; | A. whereas the transport sector is difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities; ***whereas hydrogen-induced vehicles may have engines that burn hydrogen (thermal) or may have hydrogen batteries (electric); whereas heat engines are less efficient and can produce dangerous pollutants such as NOx compared to electric ones, but are more cost effective;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>19</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A</Article>

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|  |
| Draft opinion | Amendment |
| A. whereas the transport sector is difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities; | A. whereas the transport sector is ***extremely*** difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities ***and faces significant economic and technological barriers in the transition from fossil fuels***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>20</NumAm>

<RepeatBlock-By><Members>Julie Lechanteux, Philippe Olivier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A</Article>

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|  |
| Draft opinion | Amendment |
| A. whereas the transport sector is difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities; | A. whereas the transport sector is difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities ***linked to the specific structural features of the undertakings forming part of each market area***; |

Or. <Original>{FR}fr</Original>

</Amend>

<Amend>Amendment <NumAm>21</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A</Article>

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|  |
| Draft opinion | Amendment |
| A. whereas the transport sector is difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities; | A. whereas the transport sector is difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities ***and special challenges***; |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>22</NumAm>

<RepeatBlock-By><Members>Roman Haider, Georg Mayer</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A</Article>

|  |
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|  |
| Draft opinion | Amendment |
| A. whereas the transport sector is difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities; | A. whereas the transport sector is difficult to decarbonise and each area (land transport, shipping, aviation) has its own peculiarities ***and requirements***; |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>23</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Vlad Gheorghe, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A</Article>

|  |
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|  |
| Draft opinion | Amendment |
| A. whereas the transport sector is difficult to decarbonise and each ***area (land*** transport***, shipping, aviation)*** has its own ***peculiarities***; | A. whereas the transport sector is difficult to decarbonise and each ***mode of*** transport has its own ***sector-specific particularities and needs***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>24</NumAm>

<RepeatBlock-By><Members>Johan Van Overtveldt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A</Article>

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|  |
| Draft opinion | Amendment |
| A. whereas the transport sector is ***difficult to decarbonise*** and each area (land transport, shipping, aviation) has its own peculiarities; | A. whereas ***decarbonising*** the transport sector is ***a huge challenge*** and each area (land transport, shipping, aviation) has its own peculiarities; |

Or. <Original>{NL}nl</Original>

</Amend>

<Amend>Amendment <NumAm>25</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Aa.*** ***whereas battery electric cars have the potential to secure a significant part of the market for private vehicles; however batteries pose practical problems in other parts of the mobility sector as trucks, trains on non-electrified lines, cargo ships, or aeroplanes will not be able to pack the number of batteries on board necessary for long distance freight transport and passenger travel, creating opportunities for other energy carriers such as hydrogen as it could store large amounts of energy on-board a vehicle or vessel, refuel quickly if necessary, and produce only pure water as an exhaust output***1a***;*** |
|  | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | 1a ***EPRS At a glance: What if hydrogen could help decarbonise transport?*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>26</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Aa.*** ***Whereas for our economy to become climate neutral in a fast and cost efficient way, energy efficiency considerations have to be the starting point on all processes and applications; the efficient use of our energy and other resources should be the basis and the Energy Efficiency First principle must be streamlined into the hydrogen strategy, as well as into all other relevant strategies and notably the regulatory framework;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>27</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A a (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***Aa.*** ***Whereas clean hydrogen is indispensable to reach climate neutrality and has multiple applications across transport, industry, power and buildings sectors as a feedstock, fuel, energy carrier, storage solution and energy grid balancer;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>28</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Aa.*** ***whereas transport is responsible for approximately 27% of the EU's total greenhouse gas emissions;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>29</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A a (new)</Article>

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| Draft opinion | Amendment |
|  | ***Aa.*** ***whereas, for the foreseeable future, not all road transport will be electrifiable; whereas heavy goods vehicles, long-distance buses and road haulage need alternative propulsion methods, hydrogen and fuel cells being interesting options whose development and deployment need to be promoted;*** |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>30</NumAm>

<RepeatBlock-By><Members>Roman Haider, Georg Mayer</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Aa.*** ***taking into account the still limited possibilities offered by hydrogen for the various modes of transport, and the potential risks and dangers of new technologies that are not yet mature;*** |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>31</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Aa.*** ***whereas hydrogen raises great hopes as an alternative fuel for the transport sector, but it will take time and enormous financial resources to create an efficient system for its production, storage and distribution;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>32</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***Aa.*** ***Whereas heavy transport is a hard to abate sector, where direct electrification is limited due to low cost-efficiency, technical or environmental reasons;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>33</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Ab.*** ***Welcomes the Commission’s intention to establish the European Union as a standard-setting and world-leading region for hydrogen; stresses that hydrogen is an important tool to decarbonise the energy system and to achieve the goals of the Paris Agreement; notes that an ambitious strategy can realize hydrogen benefits for all Member States by fostering a Hydrogen Union, generate up to 1 million jobs and EUR 150 billion in annual revenue by 2030, while reducing annual CO2 emissions by roughly 560 Mt by 2050; calls therefore on the Commission to introduce a comprehensive terminology and criteria for the certification of renewable and low-carbon hydrogen since this constitutes the basis for any future investments;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>34</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Ab.*** ***whereas hydrogen production requires a great deal of electricity and this needs to be as fossil-free as possible in order to maximise the contribution of hydrogen propulsion to emission reductions in the transport sector; whereas electricity networks and power generation arrangements in the Member States need to be adapted in order to ensure competitive prices and access to fossil-free energy in locations where hydrogen can be produced;*** |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>35</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Ab.*** ***whereas pure hydrogen is not present on Earth and must be produced from energy sources; whereas 95% of hydrogen is produced today by steam reforming hydrocarbons, in other words from fossil fuels, and therefore is responsible for 2.5 % of global GHG emissions;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>36</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Ab.*** ***Whereas hydrogen production and use is embedded in the Green Deal for a climate-neutral Europe;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>37</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Ab.*** ***Whereas clean hydrogen has no net CO2 contribution when produced and used;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>38</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A c (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***Ac.*** ***whereas direct electric mobility from renewable energy sources is the most climate-efficient way to decarbonise transport; whereas indirect electrification from the development, among others, of renewable hydrogen could help cut emissions in hard-to-decarbonise sectors, such as aviation and maritime transport;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>39</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A c (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***Ac.*** ***whereas EU transport sector competitiveness needs to be safeguarded by phasing out fossil fuels for vehicle and vessel propulsion;*** |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>40</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A c (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***Ac.*** ***Notes that the Commission in 2018***1a ***projected hydrogen to take 13-14% of the share of the Union’s energy mix by 2050;suggests to update that projection in light of the2030 climate target ambition to facilitate a share of at least 20% for hydrogen and its derivatives by 2050***2a***;*** |
|  | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | 1a ***A Clean Planet for All. A European strategic long-term vision for a prosperous, modern, competitive and climate neutral economy, COM(2018) 773*** |
|  | 2a ***Moya et al. 2019 (JRC116452) find that “[i]n most scenarios, hydrogen and derived fuels add up to between 10% and 23% of the2050 EU final energy consumption”; the FCH 2JU’s 2019 Hydrogen Roadmap Europe (doi:10.2843/341510) projects hydrogen to provide up to 24% of total EU energy demand by 2050*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>41</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Søren Gade, Jan-Christoph Oetjen, Izaskun Bilbao Barandica</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital A d (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***Ad.*** ***Welcomes the Commission’s initiative to revise EU energy taxation; calls on the Commission and the Council to level the playing field across energy carriers to facilitate sector integration, while fully respecting, and not interfering with Member State competences over tax policy;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>42</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based hydrogen; | B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based hydrogen; ***whereas hydrogen should only be “burned” or used as a fuel directly in situ for mobility vehicles in long haul aviation, road or ships; whereas the Hydrogen strategy for a climate-neutral Europe expects renewable hydrogen to become gradually cost-competitive by the period 2025-2030 and therefore gradually include trucks, rail and some maritime transport applications, and other transport modes;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>43</NumAm>

<RepeatBlock-By><Members>Roman Haider, Georg Mayer</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based hydrogen; | B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based hydrogen; ***whereas new technologies and innovations need to evolve, as they bring with them both opportunities and risks and dangers;*** |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>44</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based ***hydrogen***; | B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based ***fuels***; |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>45</NumAm>

<RepeatBlock-By><Members>Julie Lechanteux, Philippe Olivier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based hydrogen; | B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based hydrogen ***and whereas the issue of their taxation remains a major unknown for transport operators***; |

Or. <Original>{FR}fr</Original>

</Amend>

<Amend>Amendment <NumAm>46</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based hydrogen; | B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based hydrogen ***and therefore substantial investments are needed for upscaling production and distribution which would lead to price reduction***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>47</NumAm>

<RepeatBlock-By><Members>Cláudia Monteiro de Aguiar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based hydrogen; | B. whereas renewable and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based hydrogen; ***however, notes that in order to develop hydrogen infrastructures, low-carbon can play a complementary role to reach the Union's climate goals;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>48</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| B. whereas ***renewable and*** low-carbon hydrogen are, at present, ***not yet*** cost-competitive compared to fossil-based hydrogen; | B. Whereas ***clean nor*** low-carbon hydrogen are, at present, cost-competitive compared to fossil-based hydrogen***, but grey hydrogen emits CO2 which cost are not correctly internalised at the moment***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>49</NumAm>

<RepeatBlock-By><Members>Dominique Riquet</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| B. whereas renewable ***and low-carbon*** hydrogen ***are***, at present, not ***yet*** cost-competitive compared to fossil-based hydrogen; | B. whereas renewable hydrogen ***is***, at present, not cost-competitive compared to fossil-based hydrogen ***and low-carbon hydrogen***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>50</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| B. whereas renewable ***and low-carbon hydrogen are, at present, not yet cost-competitive compared to fossil-based*** hydrogen; | B. Whereas renewable ***energy is already the most competitive energy source; whereas the Renewable Energy Directive defines that the production of gaseous fuels used in the transport sectors should trigger additional renewable electricity generation capacity to avoid competition between direct use of renewable electricity and use for the production of other gaseous or liquid fuels such as*** hydrogen; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>51</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| B. whereas renewable ***and low-carbon*** hydrogen ***are***, at present, not yet cost-competitive compared to fossil-based hydrogen***;*** | B. whereas renewable hydrogen ***is***, at present, not yet cost-competitive compared to fossil-based hydrogen***, as a result of the extensive subsidies on fossil fuels, among other reasons*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>52</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B a (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***Ba.*** ***Whereas low-carbon hydrogen is not a valid carbon neutral alternative and CCS technology should primarily be focussed at unavoidable process emissions and not at technologies where clean alternatives exist;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>53</NumAm>

<RepeatBlock-By><Members>Johan Van Overtveldt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital B b (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***Bb.*** ***whereas striking the right balance between innovation, technology neutrality and the functioning of the market is crucial;*** |

Or. <Original>{NL}nl</Original>

</Amend>

<Amend>Amendment <NumAm>54</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital C</Article>

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|  |
| Draft opinion | Amendment |
| C. whereas high safety standards should be guaranteed ***and based on cost-effective research***; | C. Whereas ***European*** high safety ***and classification*** standards ***for production, transportation, storage and utilisation of hydrogen*** should be guaranteed; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>55</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital C</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| C. whereas high safety standards should be guaranteed and based on cost-effective research; | C. whereas high safety standards ***for hydrogen transport and distribution*** should be guaranteed and based on cost-effective research; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>56</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital C</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| C. whereas high safety standards should be guaranteed and based on ***cost-effective*** research; | C. whereas high safety standards should be ***maintained and*** guaranteed and based on ***cost-effectiveness*** research; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>57</NumAm>

<RepeatBlock-By><Members>Roman Haider, Georg Mayer</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital C</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| C. whereas high safety standards should be guaranteed and based on cost-effective research; | C. whereas high safety standards should be ***drawn up and*** guaranteed and based on cost-effective research; |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>58</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital C</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| C. whereas high safety standards should be guaranteed and based on ***cost-effective*** research; | C. whereas high safety standards should be guaranteed and based on ***public accessible, scientific*** research; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>59</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital C</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| C. whereas high safety standards should be guaranteed and based on ***cost-effective*** research; | C. whereas high safety standards should be guaranteed and based on ***independent academic*** research; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>60</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| D. whereas the availability of energy infrastructure is an essential condition for introducing and developing the use of hydrogen in the transport ***sector***; | D. Whereas the availability of ***a renewables based secure*** energy infrastructure is an essential condition for introducing and developing the use of ***clean*** hydrogen in the transport ***and other sectors, and that strategic planning of the further development of the energy infrastructure network and the hydrogen network should go in parallel***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>61</NumAm>

<RepeatBlock-By><Members>Maria Grapini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| D. whereas the availability of energy infrastructure is an essential condition for introducing and developing the use of hydrogen in the transport sector; | D. whereas the availability of energy infrastructure is an essential condition for introducing and developing the use of hydrogen in the transport sector; ***whereas investment must be directed into appropriate channels to ensure a fair and equitable transition to climate neutrality;*** |

Or. <Original>{RO}ro</Original>

</Amend>

<Amend>Amendment <NumAm>62</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D</Article>

|  |
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|  |
| Draft opinion | Amendment |
| D. whereas the availability of energy infrastructure is an essential condition for introducing and developing the use of hydrogen in ***the*** transport sector; | D. whereas the availability of ***public*** energy infrastructure is an essential condition for introducing and developing the use of ***renewable*** hydrogen in ***certain areas of*** transport sector***, where direct electrification is not the most efficient way***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>63</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D</Article>

|  |
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|  |
| Draft opinion | Amendment |
| D. whereas the availability of energy infrastructure is an essential condition for introducing and developing the use of hydrogen in the transport sector; | D. whereas the availability of ***additional renewable*** energy infrastructure is an essential condition for introducing and developing the use of ***renewable*** hydrogen in the transport sector; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>64</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| D. whereas the availability of energy infrastructure is an essential condition for introducing and developing the use of hydrogen in the transport sector; | D. whereas the availability of ***fossil-free*** energy infrastructure is an essential condition for introducing and developing the use of hydrogen in the transport sector; |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>65</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Vlad Gheorghe, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D a (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***Da.*** ***whereas the focus should be on building European hydrogen supply chains by means of joint efforts with the goal of creating an interwoven and fully fledged European hydrogen energy system in order to make Europe less energy dependent from third country suppliers and a world leader on the hydrogen market, creating European jobs;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>66</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D a (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***Da.*** ***Whereas the European rail sector is developing innovative solutions to integrate hydrogen technologies along non-electrified railway lines in order to maximize substantially its contribution to the decarbonisation of land transport;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>67</NumAm>

<RepeatBlock-By><Members>Dorien Rookmaker</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D a (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***Da.*** ***Whereas there are three types of Hydrogen in the market, i.e. Grey, Blue and Green. Bearing in mind that the Green Hydrogen does not produce CO2 emissions but it is the most expensive Hydrogen until now.*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>68</NumAm>

<RepeatBlock-By><Members>Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D a (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***Da.*** ***whereas low-carbon gases such as hydrogen can replace fossil fuels in hard-to-abate sectors of the economy such as shipping, aviation and heavy-duty road transport;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>69</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D a (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***Da.*** ***whereas electric vehicles are not forecast to disadvantage consumers in terms of a cost of ownership perspective;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>70</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D b (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***Db.*** ***Whereas the joint undertaking on Fuel cells and clean hydrogen created under the European Research instrument Horizon Europe in the framework of the next Multiannual Financial Framework will have to carry out synergies with the joint undertakings in the transport sector (e.g. European Partnership on Rail Research and Innovation, Clean Sky) in order to promote adequate integration between hydrogen technology and transport infrastructures and services;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>71</NumAm>

<RepeatBlock-By><Members>Dorien Rookmaker</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D b (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***Db.*** ***Whereas only an appropriate mix of renewable energy of Hydrogen, nuclear, solar and wind energy can be used as an alternative of fossil fuel in the future.*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>72</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D b (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***Db.*** ***whereas Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (AFID) establishes that “electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as currently the principal alternative fuels with a potential for long-term oil substitution, also in light of their possible simultaneous and combined use by means of, for instance, dual-fuel technology systems” (recital 4); whereas AFID also states that “power sources means all alternative sources of energy for transport, such as electricity and hydrogen, that do not have to be released through combustion or non-combustion oxidation” (recital 5); whereas AFID reminds that “hydrogen-powered motor vehicles, including hydrogen-powered L-vehicles, have at present very low market penetration rates but a build-up of sufficient hydrogen refuelling infrastructure is essential in order to make larger-scale hydrogen-powered motor vehicle deployment possible” (recital 37);*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>73</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D c (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***Dc.*** ***whereas AFID’s article 5 sets out the deployment by Member States of hydrogen supply for road transport, with a deadline established on 31 December 2025 of hydrogen refuelling points accessible to the public; whereas by this very year 2020 Member States had to deploy sufficient recharging stations to allow electric cars and hydrogen-induced cars to travel around densely populated areas within a network of charging points determined by the Member Sate;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>74</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Markus Pieper, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Recital D c (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***Dc.*** ***Whereas the forthcoming revision of the Alternative Fuels Infrastructure Directive will play a crucial role in ensuring increased efforts to achieve the decarbonisation of the transport system, and will therefore need to include concrete objectives in terms of integration of hydrogen infrastructure in rail, land and maritime transport systems;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>75</NumAm>

<RepeatBlock-By><Members>Johan Van Overtveldt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***-1.*** ***Welcomes the Hydrogen Strategy proposed by the Commission; firmly believes that hydrogen technology can play a crucial role in making the European economy more sustainable; stresses that research, development and scaling-up are crucial to making hydrogen technology economically viable;*** |

Or. <Original>{NL}nl</Original>

</Amend>

<Amend>Amendment <NumAm>76</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 (new)</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
|  | ***-1.*** ***Highlights that renewable hydrogen has the potential of being a valuable energy vector for end uses wherever it is the more efficient solution in its decarbonisation process, such as the hydrogen-intensive industry and high temperature processes, long-distance heavy-duty vehicles, maritime transport, rail transport or the aviation sector; notes that the quality of being an energy vector gives its great potential as an instrument for energy storage and sectoral integration;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>77</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 (new)</Article>

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| --- |
|  |
| Draft opinion | Amendment |
|  | ***-1.*** ***Emphasizes that clean hydrogen is the only form of hydrogen truly compatible with the climate neutrality principle and that all other forms of hydrogen, even if intended to be used only in a transitional phase, can lead to a carbon lock-in, given the fact that 2050 is only one investment cycle away;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>78</NumAm>

<RepeatBlock-By><Members>Johan Van Overtveldt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-1a.*** ***Takes the view that in the transport sector hydrogen can be a technology which plays an important role in making heavy road transport, bus, maritime and inland transport and aviation more sustainable;*** |

Or. <Original>{NL}nl</Original>

</Amend>

<Amend>Amendment <NumAm>79</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-1a.*** ***Stresses that other end uses for hydrogen should be encouraged in those areas where electrification is not the most efficient solution or not technically possible in the medium term, such as in public transport, urban services or diverse uses in intermodal transport nodes such as ports, airports or logistics platforms; notes that early support of projects dealing with the latter will have a positive impact in the competitiveness of the sector;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>80</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-1a.*** ***Stresses that, according to the “energy efficiency first” principle and giving the fact that energy losses take place when transforming renewable energy into hydrogen, clean hydrogen should primarily be used where direct electrification is not possible, difficult or more costly;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>81</NumAm>

<RepeatBlock-By><Members>Johan Van Overtveldt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-1b.*** ***Stresses the strategically crucial roles played by both inland and maritime ports as hubs for energy, industry and the blue economy, which also act as an innovation pool in which energy supply is crucial; stresses, in particular, that ports have a crucial role to play in the development of the hydrogen economy;*** |

Or. <Original>{NL}nl</Original>

</Amend>

<Amend>Amendment <NumAm>82</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-1b.*** ***Calls on the Commission and Member States to work on investment incentives and boost an increased use of these fuel cells in road transport - both in light and heavy-duty vehicles-, rail transport, maritime transport - where fuel cells have the potential of being used not only in vessels but also in machinery used in ports and cargo terminals- and in the aviation sector - as an alternative means of propulsion for aircraft and the machinery used at airports and cargo terminals-;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>83</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-1b.*** ***Emphasizes the multitude of applications of clean hydrogen in the transport sector - on the road, in the waters and in the sky- and the need to embrace those in order to achieve a climate neutral transport sector by 2050;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>84</NumAm>

<RepeatBlock-By><Members>Johan Van Overtveldt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 c (new)</Article>

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| Draft opinion | Amendment |
|  | ***-1c.*** ***Stresses that the ambitious decarbonisation agenda should be underpinned by proper funding, both public and private; urges the Commission, therefore, to help ensure that both new and existing infrastructure in European ports can shape the vital energy transition;*** |

Or. <Original>{NL}nl</Original>

</Amend>

<Amend>Amendment <NumAm>85</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 c (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-1c.*** ***Calls on Member States to transpose Directive 2018/2001 on the promotion of the use of energy from renewable sources in due time and promote renewable hydrogen in the transport sector;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>86</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 d (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-1d.*** ***Calls for the development of an EU harmonised methodology for the use of renewable hydrogen in heavy-duty vehicles as well as the development of EU and national plans to establish incentives and concrete measures to increase the purchase of vehicles and the implementation of the corresponding infrastructures in line with Directive 2019/1161 on the promotion of clean and energy-efficient road transport vehicles; calls on Member States to transpose Directive 2019/1161 in due time and promote hydrogen and the use of fuel cells from hydrogen (FC) by 2030, throughout, for example, setting minimum targets in public procurement;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>87</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 e (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***-1e.*** ***Calls on the need to develop an EU regulation framework to clarify and simplify the rules applying in the homologation and/or the certification of ships with fuel cells and hydrogen combustion chambers for maritime use; calls on the Commission and Member States to work on EU and national road maps to determine concrete measures to develop hydrogen refuelling port infrastructure and promote the use of new zero and low-emission technologies on national coasts and ports;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>88</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph -1 f (new)</Article>

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| Draft opinion | Amendment |
|  | ***-1f.*** ***Calls on the European Commission to develop and support an EU investment roadmap for aviation and aeronautics to trigger innovation towards sustainable aviation, including research in alternative fuels, such us renewable hydrogen, as well as possible instruments to incentivise the replacement of older aircraft as well as the increase in the use of aircrafts using synthetic fuels coming from renewable hydrogen or new generation biofuels, with the view of preserving competitiveness and maintaining Europe's leadership;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>89</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

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|  |
| Draft opinion | Amendment |
| 1. Notes that the role of ***local transport (city buses*** and ***commercial fleets)*** will be ***essential*** in extending the application of hydrogen ***to other transport modes***, and asks that the different starting points in different Member States be taken into consideration and that ***consumers should not bear extra costs***; | 1. Notes that the role of ***long-distance bus*** and ***goods transport*** will be ***important*** in extending the application of hydrogen, and asks that the different starting points in different Member States be taken into consideration and that ***cost-effectiveness and maximisation of European value-added be pursued in order to ensure as soon as possible that hydrogen propulsion becomes an efficient and affordable alternative for consumers and transport operators***; |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>90</NumAm>

<RepeatBlock-By><Members>Maria Grapini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

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|  |
| Draft opinion | Amendment |
| 1. Notes that the role of local transport (city buses and commercial fleets) will be essential in extending the application of hydrogen to other transport modes, and asks that the different starting points in different Member States be taken into consideration and that consumers should not bear extra costs; | 1. Notes that the role of local transport (city buses and commercial fleets) will be essential in extending the application of hydrogen to other transport modes, and asks that the different starting points ***and national circumstances*** in the different Member States be taken into consideration***, making this accessible to*** ***all European citizens, ensuring that no one is left behind,*** and that consumers should not bear extra costs; |

Or. <Original>{RO}ro</Original>

</Amend>

<Amend>Amendment <NumAm>91</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

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|  |
| Draft opinion | Amendment |
| 1. Notes that the role of local transport (city buses and commercial fleets) will be essential in extending the application of hydrogen to other transport modes***, and asks that the different starting points in different Member States be taken into consideration and*** that consumers should not bear extra costs; | 1. Notes that the role of local transport (city buses and commercial fleets) ***as well as short sea and inland waterway transport*** will be essential in extending the application of hydrogen to other transport modes***; stresses in this regard the important role of local and regional public-private partnerships in order to boost the development and uptake of hydrogen; notes*** that consumers should not bear extra costs; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>92</NumAm>

<RepeatBlock-By><Members>Roman Haider, Georg Mayer</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

|  |
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|  |
| Draft opinion | Amendment |
| 1. Notes that the role of local transport (city buses and commercial fleets) will be essential in extending the application of hydrogen to other transport modes, and asks that the different starting points in different Member States be taken into consideration and that consumers should not bear extra costs; | 1. Notes that the role of local transport (city buses and commercial fleets) ***and (urban) public transport*** will be essential in extending the application of hydrogen to other transport modes, and asks that the different starting points in different Member States be taken into consideration and that consumers should not bear extra costs; |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>93</NumAm>

<RepeatBlock-By><Members>Julie Lechanteux, Philippe Olivier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

|  |
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|  |
| Draft opinion | Amendment |
| 1. Notes that the role of local transport (city buses and commercial fleets) will be essential in extending the application of hydrogen to other transport modes, and asks that the different starting points in different Member States be taken into consideration and that consumers should ***not*** bear extra costs; | 1. Notes that the role of local transport (city buses and commercial fleets) will be essential in extending the application of hydrogen to other transport modes, and asks that the different starting points in different Member States be taken into consideration and that ***neither transport operators nor*** consumers should bear extra costs; |

Or. <Original>{FR}fr</Original>

</Amend>

<Amend>Amendment <NumAm>94</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

|  |
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|  |
| Draft opinion | Amendment |
| 1. Notes that the role of local transport (city buses and commercial fleets) will be essential in extending the application of hydrogen to other transport modes, and asks that the different starting points in different Member States be taken into consideration and that consumers should not bear extra costs; | 1. Notes that the role of local transport (city buses***, rail, metro*** and commercial fleets) will be essential in extending the application of hydrogen to other transport modes, and asks that the different starting points in different Member States be taken into consideration and that consumers should not bear extra costs; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>95</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Johan Danielsson, Marianne Vind, Petar Vitanov, Isabel García Muñoz, Inma Rodríguez-Piñero</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

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|  |
| Draft opinion | Amendment |
| 1. Notes that ***the role of local*** transport ***(city buses and commercial fleets) will be essential in extending the application of*** hydrogen ***to other transport modes, and asks that the different starting points in different Member States be taken into consideration and that consumers should not bear extra costs***; | 1. Notes that***, given the current state of technological developments, for road*** transport ***the focus should primarily lie on an intensified uptake of electric vehicles, with*** hydrogen ***fuel cells serving as an alternative for heavy duty vehicles such as long-haul freight***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>96</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

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|  |
| Draft opinion | Amendment |
| 1. ***Notes that the role of local transport (city buses and commercial fleets) will be essential in extending the application of hydrogen to other transport modes, and*** asks that the different starting points in different Member States be taken into consideration and that consumers should not bear extra costs; | 1. asks that the different starting points in different Member States be taken into consideration and that consumers ***should not*** bear extra costs ***in the process of deeply decarbonizing the transport sector***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>97</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

|  |
| --- |
|  |
| Draft opinion | Amendment |
| 1. Notes that the role of local transport (city buses and commercial fleets) will be essential in ***extending*** the application of hydrogen to ***other*** transport modes***,*** and asks that the different starting points in different Member States ***be*** taken into consideration ***and*** that consumers should not bear extra costs; | 1. Notes that the role of local transport (city buses and commercial fleets) will be essential in ***driving the electrification of the transport sector; calls on promoting*** the application of hydrogen to ***those*** transport modes ***where electrification is not a feasible option*** and asks that the different starting points in different Member States ***are*** taken into consideration***; underlines*** that consumers should not bear extra costs ***stemming from national regulatory approaches that exempt certain actors or fall short from internalising external costs***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>98</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 – point 1 (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***(1)*** ***Highlights that the production of hydrogen is not an aim itself but must deliver emission reductions; stresses that producing hydrogen from fossil gas cannot be carbon neutral even with CC(U)S due to upstream methane emissions;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>99</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 – point 2 (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***(2)*** ***Calls on the Commission to propose, as part of the upcoming review of the Renewable Energy Directive, an extension of the current additionality requirements that exist for the use of hydrogen in transport to uses in other sectors, based on a common European robust and transparent methodology and compulsory sustainability criteria;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>100</NumAm>

<RepeatBlock-By><Members>Clare Daly, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***underlines that hydrogen, particularly renewable, is and will remain, for at least the upcoming decade, a scarce and expansive resource energy carrier; recalls that the development of renewable hydrogen will require a strategic and rapid upgrade of both production and distribution of renewable electricity; stresses therefore that it must be used in a targeted and prioritised way and only in hard-to-decarbonise transport modes, namely in aviation and maritime transport; reiterates therefore the absolute necessity of public planning, especially in establishing roadmaps on the deployment of hydrogen facilities and variable renewables capacities;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>101</NumAm>

<RepeatBlock-By><Members>Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Stresses the need to maintain and further develop European technological leadership in clean and low-carbon hydrogen through a competitive and sustainable hydrogen economy with an integrated hydrogen market, including transport sector; emphasises the necessity of a complex European hydrogen strategy that covers the whole hydrogen value chain, including the demand and supply sectors, and is coordinated with national efforts to bring down the costs of clean hydrogen; welcomes, therefore, the hydrogen strategy for a climate-neutral Europe proposed by the Commission;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>102</NumAm>

<RepeatBlock-By><Members>Izaskun Bilbao Barandica, Caroline Nagtegaal</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Welcomes the launch of mobility laboratories in European cities to promote sustainable public transport experiences based on the use of alternative fuels and encourages the inclusion of hydrogen in the options to be used to carry out these experiences. Urban transport offers a particularly interesting testing ground for experimenting the major technological challenges of this type of alternative energy in transport, with the importance of recharging points, storage, and fast refuelling*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>103</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Highlights the need to count with specific policies to stimulate demand of renewable hydrogen in order to gradually incorporate new applications, including in steel fabrication, trucks, railways and some applications in the maritime transport sector and other modes of transport; stresses this will result in a gradual increase of the competitiveness of renewable hydrogen; calls on the Commission and Member States to work and cooperate on this matter;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>104</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

|  |
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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Deplores that 46% of the mainline train network is still being served with diesel technology today. Emphasizes the possibility of battery-electric and hydrogen fuel-cell trains to be used in those parts of the train network where electrification is not possible or service frequencies too low to reach cost-effectiveness;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>105</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Points to the need for a long-term strategy for ensuring access to hydrogen filling stations and calls on the Commission to establish a plan for the development of station infrastructure along the TEN-T network’s core corridors and at a later stage, if appropriate, in the TEN-T comprehensive network;*** |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>106</NumAm>

<RepeatBlock-By><Members>Sven Schulze</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Stresses that the possibility of a cross-sectoral quota for hydrogen should be discussed on an open-ended basis; stresses that the use of hydrogen (buildings, transport, industry) can in principle be beneficial in all sectors;*** |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>107</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Stresses that, in line with the energy efficiency first principle and the Green Deal, higher ambition in renewable energy and energy efficiency are needed in order to ensure the green transition, while respecting the energy mix of Member States;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>108</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***stresses that increasing Europe's hydrogen production capacity is necessary in order to strengthen technological competitiveness and the EU's global advantage in the production of alternative fuels for the transport sector;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>109</NumAm>

<RepeatBlock-By><Members>Andor Deli</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Highlights that alternative infrastructure plans should put greater emphasize on hydrogen fuel stations in order to ensure fast deployment of hydrogen-fuelled vehicles when the industry is ready for mass production;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>110</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Markus Pieper, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Highlights that transport sector (e.g. heavy duty road transport, rail, waterborne and aviation) constitutes a large scale end-use application for hydrogen to be further developed;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>111</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Highlights that hydrogen in transport is a promising solution to decarbonise heavy duty road transport as well as shipping and aviation;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>112</NumAm>

<RepeatBlock-By><Members>Dominique Riquet</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1a.*** ***Underlines that conjunctly with the modal shift, hydrogen can have a significant impact on the emissions of the road freight sector;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>113</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Vlad Gheorghe, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1b.*** ***Stresses the important role of hydrogen for all modes of transport; insists on creating synergies between TEN-T and TEN-E as well as alternative fuels strategies leading to a phased deployment of hydrogen filling stations and other alternative fuels along transport corridors and at strategic locations such as sea and inland ports, airports and train stations, implemented in existing multi-fuel areas if possible and accompanied with the essential technical requirements and harmonised standards based on a risk assessment;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>114</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1b.*** ***Stresses that a European hydrogen strategy needs to be coordinated with other relevant strategies, directives and regulations concerning alternative fuels so that they do not undermine each other; states that the various alternative fuels need to be measured against each other on the basis of their cost-effectiveness, climate performance and general applicability; states that the strategy must support the development of hydrogen technologies and their deployment for use for modes of transport where that is appropriate;*** |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>115</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1b.*** ***stresses that any action taken at European level in the framework of the hydrogen strategy should take into account the disproportions between the EU's economies and regions; expects that investment projects in this area will serve the purpose of creating equal economic opportunities for all the Member States by the principles of just transition and technological neutrality;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>116</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***1b.*** ***underlines that hydrogen's characteristics make it a good candidate to replace fossil fuels and reduce GHG emissions for certain types of heavy mobility that require high power and high energy carrying capacity such as ships, aeroplanes or trains operating on non-electrifiable lines;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>117</NumAm>

<RepeatBlock-By><Members>Dominique Riquet</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1b.*** ***Points out that the European rail industry is at the forefront of innovation for hydrogen powered trains; notes that such rolling stock provides an excellent alternative to costly electrification of small regional lines for both freight and passengers;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>118</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1b.*** ***Highlights that for an effective internal hydrogen market, a comprehensive regulatory framework for the whole EU needs to be created and national hydrogen strategies of member states need to be coordinated;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>119</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1b.*** ***Supports the uptake of hydrogen, hydrogen-based fuels and fuel cells for inland waterways, short-sea and deep sea shipping purposes where electrification is difficult;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>120</NumAm>

<RepeatBlock-By><Members>Sven Schulze</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***1b.*** ***Stresses the importance of an appropriate taxonomy for the scaling-up of hydrogen technology, including hydrogen infrastructure;*** |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>121</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 c (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1c.*** ***Recalls the 14% renewable energy target set for fuel suppliers in the Renewable Energy Directive II (RED II); highlights that the application and use of hydrogen in the transport sector contributes to zero-emission solution; calls on the Commission to clarify the role of hydrogen in RED II as soon as possible, including but not limited to what can be considered as renewable and low-carbon hydrogen as well as certification requirements, the potential application of multipliers, and better incentives for the use of surplus renewable energies for the production of renewable liquid and gaseous fuels of non-biological origin;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>122</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 c (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1c.*** ***Underlines the essential role of multimodal sea and inland ports as strategic hubs for the import, production, storage, supply and utilisation of clean hydrogen to serve the different transport modes and industry clusters in their transition to climate neutrality and stresses the need for space and investments in port infrastructure to facilitate the development of the hydrogen economy. Highlights the opportunities of creating an industrial value chain for clean hydrogen along multimodal transport corridors and encourages the Commission to clear barriers for such a corridor cluster approach;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>123</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 c (new)</Article>

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| Draft opinion | Amendment |
|  | ***1c.*** ***considers that the use of hydrogen in road mobility must be considered with great caution; underlines that all road vehicles equipped with hydrogen are now prohibitively expensive compared to other decarbonised solutions; stresses the absence of a distribution network serving a dense territorial network of service stations represents a potentially crippling handicap for considering mass development of road vehicles equipped with hydrogen; considers therefore that this development should by no means be considered as a priority;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>124</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 c (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***1c.*** ***Stresses that the development of hydrogen infrastructure must not lock the EU into fossil-dependent power generation; states that the deployment of hydrogen technologies must be combined with the expansion of fossil-free and climate-smart energy sources such as hydro, wind, solar and nuclear power;*** |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>125</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 c (new)</Article>

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| Draft opinion | Amendment |
|  | ***1c.*** ***Highlights the role of hydrogen hubs and hydrogen valleys as a means to use clean hydrogen, for different transport modes such as heavy-duty trucks and rail, in strategic locations– such as ports and airports;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>126</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 d (new)</Article>

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| Draft opinion | Amendment |
|  | ***1d.*** ***Recalls the importance of transitional fuels for transport modes where hydrogen does not provide a cost-competitive solution yet; in this regard stresses the potential of liquefied natural gas (LNG) as a transitional solution to reduce greenhouse gas emissions in the inland waterway as well as the maritime transport sector as an increasing number of ships operate on LNG, which emits less CO2, NOx and PM than conventional marine fuels; highlights, moreover, that on the medium to long term, the same vessels and distribution infrastructures now operating on LNG could be used for biogas and will therefore be essential to scale up bioLNG as a marine fuel; therefore, stresses the importance of investing in potential zero-emission fuels such as hydrogen as well as low-carbon fuels, while respecting the principle of technological neutrality;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>127</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 d (new)</Article>

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| Draft opinion | Amendment |
|  | ***1d.*** ***Stresses the need to urgently start with decarbonising the maritime and aviation sector. Believes that planes and maritime ships should be the focus transport markets for the development of hydrogen fuel in the EU. Emphasizes the possibilities and the need for further research, development and investment in the use of clean hydrogen, fuel cells and synthetic fuels such as e-kerosene and e-ammonia;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>128</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 e (new)</Article>

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| Draft opinion | Amendment |
|  | ***1e.*** ***Agrees with the Commission that “drop-in” fuels, such as liquid synthetic kerosene, show the most potential in the shorter term, when hydrogen technology and the process to convert clean hydrogen into synthetic liquid fuel (Fischer-Tropsch) are improved, as they can be used with existing aircraft technology, whereas hydrogen-powered fuel cells or hydrogen-based jet engines, requiring adapted aircraft design, show great potential for the longer term;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>129</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1 e (new)</Article>

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| Draft opinion | Amendment |
|  | ***1e.*** ***Deplores that the Hydrogen Strategy remains silent on the significant role small- and medium-size enterprises play in the EU’s energy and transport value-chains, especially in hydrogen research and innovation; underlines that dedicated hydrogen support tools must be accessible to Union SMEs;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>130</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses the importance of ***boosting*** EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union and not to depend on foreign companies; | 2. Stresses the importance of ***creating the adequate policy framework for*** EU companies and monitoring their progress in order to develop all the technology for using ***renewable*** hydrogen in ***hard-to decarbonise*** transport ***modes,*** in the European Union and not to ***solely*** depend on foreign companies; ***Insists that all EU-supported investments and finance on the deployment of use of hydrogen, be subject to the EU Taxonomy Regulation with all-encompassing sustainability indicators, including the ‘do no significant harm’ principle, and to the Paris Agreement;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>131</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses the importance of ***boosting EU companies*** and ***monitoring their progress in order to develop all the technology*** for using hydrogen in transport in the European Union and ***not to depend on foreign companies***; | 2. Stresses the importance of ***strengthening the EU's business climate*** and***, by means of relevant funding and coordination instruments, supporting firms developing technologies*** for using hydrogen in transport in the European Union***; stresses that a strengthened innovation climate*** and ***better conditions for developers and producers of climate-smart technology are crucial for strengthening Europe's competitiveness and resilience***; |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>132</NumAm>

<RepeatBlock-By><Members>Markus Pieper, Jens Gieseke, Massimiliano Salini, Markus Ferber, Sven Schulze</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses the importance of boosting EU companies ***and monitoring*** their ***progress in order to develop all the technology for using hydrogen in*** transport ***in*** the European Union and not to depend on foreign companies; | 2. Stresses the importance of boosting EU companies***, especially SMEs, to unfold*** their ***full innovative potential and contribute to intelligent hydrogen-driven mobility concepts in all means of*** transport ***within*** the European Union and not to depend on foreign companies; ***calls on the Commission to monitor their progress by a suitable set of KPIs in order to contribute to evidence based policy making;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>133</NumAm>

<RepeatBlock-By><Members>Roman Haider, Georg Mayer</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union and not to depend on foreign companies; | 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union and not to depend on foreign companies; ***draws attention, in this connection, to the planned European Data Strategy, which can make a significant contribution in this regard;*** |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>134</NumAm>

<RepeatBlock-By><Members>Johan Van Overtveldt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union ***and not to depend on foreign companies***; | 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union; ***acknowledges the importance of local production, but takes the view, at the same time, that attention should be paid to imports of hydrogen and their strategic and geopolitical implications;*** |

Or. <Original>{NL}nl</Original>

</Amend>

<Amend>Amendment <NumAm>135</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Markus Pieper, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses the importance of ***boosting*** EU companies ***and monitoring their progress in order*** to develop ***all*** the technology ***for using hydrogen*** in transport ***in*** the European ***Union and not to depend on foreign companies***; | 2. Stresses the importance of ***supporting*** EU companies ***to deliver a low-carbon transport environment, while boosting innovation and investments*** to develop the ***hydrogen*** technology in transport ***applications, and ensure the competitiveness of*** the European ***industry and the European leadership in clean energy technologies***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>136</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses the importance of ***boosting EU companies and monitoring their progress in order to develop all the technology for using*** hydrogen ***in*** transport ***in the European Union and not to depend on foreign companies***; | 2. Stresses the importance of ***knowledge and facilities for strategic sectors such as*** hydrogen***; highlights that*** transport ***cost of hydrogen is high and that recent studies suggest that domestic production of renewable hydrogen is more cost-efficient than transport of hydrogen from countries outside the EU***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>137</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses the importance of ***boosting EU companies and monitoring their progress in order to develop all the technology for using*** hydrogen ***in transport in the European Union and not to depend on foreign companies***; | 2. Stresses the importance of ***a competitive and open EU market to which access is based on the basis of reciprocity ensuring*** hydrogen ***infrastructure accessibility on a non-discriminatory basis and based on clear third-country market access rules***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>138</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union ***and not to depend on foreign companies***; | 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>139</NumAm>

<RepeatBlock-By><Members>Maria Grapini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union and not to depend on foreign companies; | 2. Stresses the importance of boosting EU companies ***through funding, information campaigns and training*** and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union and not to depend on foreign companies; |

Or. <Original>{RO}ro</Original>

</Amend>

<Amend>Amendment <NumAm>140</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union and not to depend on foreign companies; | 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for ***producing and***using ***clean*** hydrogen in transport in the European Union and not to depend on foreign companies; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>141</NumAm>

<RepeatBlock-By><Members>Julie Lechanteux, Philippe Olivier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses the importance of ***boosting*** EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union and not to depend on ***foreign*** companies; | 2. Stresses the importance of ***favouring*** EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union and not to depend on ***third -country*** companies; |

Or. <Original>{FR}fr</Original>

</Amend>

<Amend>Amendment <NumAm>142</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union ***and not to depend on foreign companies***; | 2. Stresses the importance of boosting EU companies and monitoring their progress in order to develop all the technology for using hydrogen in transport in the European Union ***in order to maintain and create jobs within Europe***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>143</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***2a.*** ***stresses that the main objective of the European Strategy for Hydrogen should be to reduce the level of CO2 emissions from the production of this fuel, rather than focusing on specific technology for its production; points out that, at the current stage of the energy transformation of the transport sector, hydrogen should come from all possible sources to ensure the maximum availability and to reduce its price for the end-user as much as possible;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>144</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Markus Pieper, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***2a.*** ***Highlights the importance of providing support to the research and development of the most promising and sustainable technologies, like hydrogen, hybrid and electric ones, following a technology neutral approach based on life-cycle GHG emissions, in order to accelerate the transition to the next generation of decarbonised transport systems.*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>145</NumAm>

<RepeatBlock-By><Members>Sven Schulze</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***2a.*** ***Notes that the use of hydrogen is being hampered partly by regulatory frameworks; calls on the Commission and the Member States to adapt the regulatory frameworks in the transport and other sectors in such a way as to stimulate demand for hydrogen;*** |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>146</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***2a.*** ***Stresses the importance of a timely revision of "Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure", in order to have a solid framework for the uptake of hydrogen filling stations (HRS);*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>147</NumAm>

<RepeatBlock-By><Members>Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***2a.*** ***Is convinced that clean and low carbon hydrogen is sustainably contributing to achieving climate neutrality in the long term, also in the transport sector;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>148</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***2b.*** ***Highlights the role of hydrogen powered trains as a carbon neutral alternative to diesel locomotives especially when direct electrification is too costly or not suitable;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>149</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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|  |
| Draft opinion | Amendment |
| ***3.*** ***Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen;*** | ***deleted*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>150</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

|  |
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|  |
| Draft opinion | Amendment |
| ***3.*** ***Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen;*** | ***deleted*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>151</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Vlad Gheorghe, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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|  |
| Draft opinion | Amendment |
| 3. Stresses that further research ***can*** improve the use of hydrogen in ***personal means of*** transport ***such as cars and can overcome the high hurdles presented by the specific characteristics*** of hydrogen; | 3. Stresses that further research ***and innovation efforts are needed across the entire hydrogen value chain looking into multimodal solutions, in order to expand and*** improve the use of hydrogen in ***road*** transport ***(for example busses, passenger cars, vans) and to ensure the further development of high-profile projects (for example via new and disruptive aircrafts, aero-engine and system innovations as well as synthetic fuels for aviation, inland waterways and maritime sector as well as rail); highlights the need to boost the production and utilisation*** of hydrogen ***in the EU, through the use of EU funded projects, aiming at achieving EU global leadership for future technologies***; ***emphasises the need for pre-normative research, including the safety dimension, in addition to deployment plans and roadmaps, ensuring improved and harmonised standards, the security of supply and high levels of sustainability; highlights in this regard the potential of partnerships like2Zero, Zero Emission Waterborne Transport, and Clean Aviation and the need for cross-sectoral cooperation;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>152</NumAm>

<RepeatBlock-By><Members>Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Stresses that further research ***can*** improve the use of hydrogen in ***personal*** means of transport ***such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen***; | 3. ***Stresses the importance of research, development and innovation along the whole value chain and of demonstration projects on an industrial scale in order to make clean and low carbon hydrogen competitive; believes that involving the industry and equipping workers with adequate knowledge about hydrogen are of the utmost importance;*** Stresses that further research ***should*** improve the use of hydrogen in ***all relevant*** means of transport; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>153</NumAm>

<RepeatBlock-By><Members>Henna Virkkunen, Massimiliano Salini, Tom Berendsen, Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; | 3. ***Underlines the need to prioritise investments in research and development, as hydrogen solutions in transport are currently still at early stages of development;*** Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>154</NumAm>

<RepeatBlock-By><Members>Maria Grapini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; | 3. Stresses that further research, ***accompanied by******strategies that factor in the differences between European citizens in terms of their purchasing power,*** can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; |

Or. <Original>{RO}ro</Original>

</Amend>

<Amend>Amendment <NumAm>155</NumAm>

<RepeatBlock-By><Members>Julie Lechanteux, Philippe Olivier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and ***can overcome*** the high hurdles presented by the specific characteristics of hydrogen; | 3. Stresses that further research can improve ***safety in*** the use of hydrogen ***and thus allow the diversification of applications*** in personal means of transport such as cars and ***consequently allow*** the high hurdles presented by the specific characteristics of hydrogen ***to be overcome***; |

Or. <Original>{FR}fr</Original>

</Amend>

<Amend>Amendment <NumAm>156</NumAm>

<RepeatBlock-By><Members>Roman Haider, Georg Mayer</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; | 3. Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; ***Emphasises that the safety of road users must always take priority;*** |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>157</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Markus Pieper, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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|  |
| Draft opinion | Amendment |
| 3. Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; | 3. Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen***, including the safety dimension***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>158</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Stresses that further research ***can improve the use of hydrogen*** in ***personal means of transport such as cars and can*** overcome the high hurdles presented by the specific characteristics of hydrogen; | 3. Stresses that further research ***is necessary*** in ***order to*** overcome the high hurdles presented by the specific characteristics of hydrogen***, in particular as regards increasing energy efficiency and reducing costs***; |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>159</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; | 3. Stresses that further research ***and investments*** can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>160</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Stresses that further research can improve the use of hydrogen in ***personal means of*** transport ***such as cars*** and can overcome the high hurdles presented by the specific characteristics of hydrogen; | 3. Stresses that further research can improve the use of ***renewable*** hydrogen in ***aviation and maritime*** transport and can overcome the high hurdles presented by the specific characteristics of ***renewable*** hydrogen; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>161</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Stresses that further research can improve the use of hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; | 3. Stresses that further research can improve the use of ***clean*** hydrogen in personal means of transport such as cars and can overcome the high hurdles presented by the specific characteristics of hydrogen; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>162</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Stresses that further research can improve the use of hydrogen ***in personal means of transport such as cars*** and can overcome the high hurdles presented by the specific characteristics of hydrogen; | 3. Stresses that further research can improve the use of ***renewable*** hydrogen and can overcome the high hurdles presented by the specific characteristics of hydrogen; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>163</NumAm>

<RepeatBlock-By><Members>Andor Deli</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***3a.*** ***Stresses that there is no viable alternative to the deployment of hydrogen and hydrogen-derived products such as e-fuels to decarbonise certain hard-to-abate sectors, particularly maritime and aviation transport as well as heavy duty road freight; points out that to achieve the market ramp-up needed to provide these sectors with cost-efficient, affordable and climate neutral alternatives to fossil fuels, a broad application of hydrogen- derived products, including the promotion of e-fuels in road transport, is vital to ensure sufficient market volume at affordable prices;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>164</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***3a.*** ***Notes that high costs, the lack of efficient production technology and the lack of a suitable transport infrastructure enable hydrogen to be used efficiently as an alternative fuel in all modes of transport at the same time; recommends that investment efforts should be focused on those segments of the transport system where CO2 reduction is difficult to achieve and where large-scale electrification is virtually impossible, in particular long-distance road transport, non-electrified rail transport, aviation and maritime transport;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>165</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Izaskun Bilbao Barandica</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***3a.*** ***Calls on the Commission to come up with an overall transport safety framework that harmonises safety standards and approval requirements across Europe, based on a risk assessment; highlights, as an example, that the maritime transport and inland navigation safety framework should include standardised bunkering procedures for both ship and shore, storage and ventilation on board, procedures for safe handling and management of emergence situations, as well as training of personnel working with hydrogen***1a***;*** |
|  | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | 1a ***MariGreen project Feasibility study on Perspectives for the Use of Hydrogen as Fuel in Inland Shipping, October 2018*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>166</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***3a.*** ***Encourages the Commission and the Member States to acknowledge the need to overcome additional barriers for the adoption of ultra-low emission vehicles (ULEV), including both the availability of a widespread rapid charge network on major roads as well as hydrogen refuelling stations for fuel cell vehicles;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>167</NumAm>

<RepeatBlock-By><Members>Dominique Riquet</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***3a.*** ***Underlines the significant practicality of hydrogen regarding charge time and autonomy;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>168</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***3b.*** ***Stresses that, through the use of hydrogen, rail can become a fully environmentally neutral mode of transport, including through the possibility of retrofitting diesel locomotives; calls for an increase in the level of investment in this transport sector, particularly in the area of research and development of hydrogen technologies developed by European companies within the rail supply industry;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>169</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***3b.*** ***Encourages the Commission and the Member States to provide charging solutions for drivers without access to off-street parking in order to increase consumer acceptance, which in turn reduces risks for vehicle manufacturers to deploy novel powertrains across their model ranges;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>170</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3 c (new)</Article>

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| Draft opinion | Amendment |
|  | ***3c.*** ***Highlights the vast potential for widespread use of hydrogen in public transport; calls on the Commission and the Member States to support local authorities and public transport providers in purchasing suitable vehicles and investing in hydrogen fuelling infrastructure;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>171</NumAm>

<RepeatBlock-By><Members>Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4</Article>

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| Draft opinion | Amendment |
| 4. ***Notes that technical improvements are required to limit the high efficiency losses in*** hydrogen ***production***, transport ***and use***; | 4. ***Highlights that, in order to achieve a fast market uptake of clean and low-carbon*** hydrogen ***and to avoid carbon lock-ins***, ***demand for clean hydrogen must increase; acknowledges that the initial focus of hydrogen demand should be on sectors for which the use of hydrogen is close to competitive, such as shipping, aviation and*** transport***; believes that for transport, roadmap for demand development, investment and research needs should be established at European level***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>172</NumAm>

<RepeatBlock-By><Members>Julie Lechanteux, Philippe Olivier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4</Article>

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| Draft opinion | Amendment |
| 4. Notes that technical improvements are required to limit the high efficiency losses in hydrogen production, transport and use; | 4. Notes that technical improvements are required to limit the high efficiency losses in hydrogen production, transport and use***, thus allowing for better cost containment and a better return on investment for transport undertakings and for all other stakeholders liable to invest in the energy transition***; |

Or. <Original>{FR}fr</Original>

</Amend>

<Amend>Amendment <NumAm>173</NumAm>

<RepeatBlock-By><Members>Maria Grapini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4</Article>

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| Draft opinion | Amendment |
| 4. Notes that technical improvements are required to limit the high efficiency losses in hydrogen production, transport and use; | 4. Notes that technical improvements ***with adequate funding*** are required to limit the high efficiency losses in hydrogen production, transport and use; |

Or. <Original>{RO}ro</Original>

</Amend>

<Amend>Amendment <NumAm>174</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4</Article>

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| Draft opinion | Amendment |
| 4. Notes that technical improvements are required to limit the high efficiency losses in hydrogen production, transport and use;Notes that technical improvements are in order to create a specific hydrogen infrastructure that does not affect more remote regions and connectivity.e required to limit the high efficiency losses in hydrogen production, transport and use; | 4. Notes that technical improvements are required to limit the high efficiency losses in ***renewable*** hydrogen production, transport and use; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>175</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***4a.*** ***Recalls there are different EU financing instruments and sources that can support the investment in hydrogen such as InvestEU, the new Recovery and Resilience Facility, the European Regional Development Fund and the Cohesion Fund, the new initiative REACT-EU and the upcoming Connecting Europe Facility; stresses that the possibilities offered by the Just Transition Mechanism should be further explored to support investment in hydrogen; calls on the Commission to explore synergies between the different EU programmes;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>176</NumAm>

<RepeatBlock-By><Members>Kosma Złotowski, Roberts Zīle</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***4a.*** ***calls on the Commission to include in its strategy efforts to meet hydrogen demand in the transport sector through appropriate investment in the transmission network and fuelling stations; stresses the need to revise The Directive on Alternative Fuels Infrastructure and to include hydrogen transport policy objectives in the TEN-T revision;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>177</NumAm>

<RepeatBlock-By><Members>Dominique Riquet</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***4a.*** ***Stresses that the evaluation of the gains of hydrogen in terms of greenhouse gas emissions should be linked to precise analysis from production to usage; calls on the Commission to come up with such data for the different types of renewable, low-carbon and fossil-based hydrogen;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>178</NumAm>

<RepeatBlock-By><Members>Henna Virkkunen, Massimiliano Salini, Tom Berendsen, Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***4a.*** ***Highlights the importance of ‘technology neutrality’ principle while preparing a regulatory framework for hydrogen, as low-carbon hydrogen can be produced from various sources;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>179</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***4a.*** ***Is convinced that only clean hydrogen contributes to achieving climate neutrality in the long term;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>180</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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| Draft opinion | Amendment |
| 5. ***Notes the importance of coordination in attaining high safety standards for transport infrastructure, and*** calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen***.*** | 5. Calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen ***and finance hydrogen refuelling stations, in line with the revision of the Alternative Fuels Infrastructure Directive and the revision of the Trans-European Transport Network (TEN-T) Regulation;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>181</NumAm>

<RepeatBlock-By><Members>Julie Lechanteux, Philippe Olivier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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|  |
| Draft opinion | Amendment |
| 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen. | 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen***, including distribution and charging points in sufficient numbers throughout the European corridors and the TEN-T network***. |

Or. <Original>{FR}fr</Original>

</Amend>

<Amend>Amendment <NumAm>182</NumAm>

<RepeatBlock-By><Members>Maria Grapini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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| Draft opinion | Amendment |
| 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen. | 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen in order to create a specific hydrogen infrastructure ***that does not adversely affect more remote regions and connectivity***. |

Or. <Original>{RO}ro</Original>

</Amend>

<Amend>Amendment <NumAm>183</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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|  |
| Draft opinion | Amendment |
| 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen***.*** | 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen***, such as in the case of refuelling railway infrastructure;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>184</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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|  |
| Draft opinion | Amendment |
| 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen. | 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify ***and highlight*** the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen ***along the TEN-E and TEN-T networks***. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>185</NumAm>

<RepeatBlock-By><Members>Clare Daly, Elena Kountoura, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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| Draft opinion | Amendment |
| 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated infrastructure for hydrogen. | 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies between the Connecting Europe Facility Energy and the Connecting Europe Facility Transport to create dedicated ***public*** infrastructure for ***renewable*** hydrogen. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>186</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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|  |
| Draft opinion | Amendment |
| 5. Notes the importance of coordination in attaining high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies ***between the*** Connecting Europe Facility ***Energy and the Connecting Europe Facility Transport*** to create dedicated infrastructure for hydrogen. | 5. Notes the importance of coordination in attaining ***harmonised*** high safety standards for transport infrastructure, and calls on the Commission to clarify the synergies ***among different*** Connecting Europe Facility ***financing tools in TEN-T and TEN-E*** to create dedicated infrastructure for hydrogen. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>187</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 – point 1 (new)</Article>

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| Draft opinion | Amendment |
|  | ***(1)*** ***Calls on the Commission to introduce quotas for liquid hydrogen or hydrogen-based synthetic fuels for transport sectors which cannot be directly electrified like aviation and maritime shipping in the FuelEU initiative; highlights that a substantial part of maritime transport could be powered using hydrogen fuel cells***1a |
|  | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | 1a ***https://theicct.org/publications/ZEV-port-infrastructure-hydrogen-2020*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>188</NumAm>

<RepeatBlock-By><Members>Jutta Paulus</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 – point 2 (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***(2)*** ***Highlights that hydrogen fuel stations for vehicles must be suitable for trucks, as cars are much more efficient when powered by batteries; calls on the Commission to take into account the hydrogen strategy when updating the Alternative Fuel Infrastructure Directive; stresses the need for the alignment of the FuelEU Maritime and refuel EU aviation initiatives with the Commission’s hydrogen strategy and urges the Commission to set up Contracts for Difference schemes under the EU ETS to bridge the fuel price gap between sustainable zero-emission fuels and fossil fuels for these two sectors;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>189</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5a.*** ***Notes that Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (AFID) should be turned into a regulation, whose scope should include zero-emission fuels, namely electric and hydrogen, and include binding targets in terms of roll-out of recharging points; notes that Union legislation should be complemented by more action at Member State, regional and local level; encourages Member States, regional and local authorities to speed up the deployment of recharging points in residential buildings as well as at the workplace, where a major share of recharging will occur;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>190</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***5a.*** ***Looks forward to concrete proposals regarding the uptake of clean hydrogen in the sustainable and smart mobility strategy expected from the Commission before the end of 2020, as well as appropriate attention for clean hydrogen in the reviews of TEN-T, the fuel quality directive, the alternative fuel infrastructure directive and the forthcoming FuelEU Maritime and RefuelEU aviation initiatives and urges the Commission to set up Contracts for Difference schemes under the EU ETS to bridge the fuel price gap between sustainable zero-emission fuels and fossil fuels;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>191</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz, Kathleen Van Brempt</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5a.*** ***Highlights that solutions based on renewable hydrogen are of particular importance to island and outermost regions, which depend on a great extent on air and maritime transport; stresses that these solutions should be strengthened in these regions to enable them to advance towards climate neutrality while guaranteeing their sustainability as tourist destinations;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>192</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5a.*** ***Reminds the importance to integrate different sources of EU funding, combining direct co-financing under CEF with the ERDF and the cohesion funds, while making full use of private financing available, to ensure adequate integration between the TEN-T network, the Hydrogen infrastructure and the transport systems and services at the regional and local level.*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>193</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Vlad Gheorghe, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5a.*** ***Welcomes the EIB Climate Bank Roadmap 2021-2025 and the possibility to combine advisory and technical assistance from the EIB Advisory Hubs and under Horizon Europe; in this regard, stresses that special attention should be given to mobilise investment for the deployment of hydrogen in transport;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>194</NumAm>

<RepeatBlock-By><Members>Andor Deli</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***5a.*** ***Points out that the development and production of hydrogen-fuelled vehicles must go in parallel with the electrification of transport, calls on, therefore, the Commission to support the automotive sector in order to speed-up the deployment of hydrogen based technologies in the transport sector;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>195</NumAm>

<RepeatBlock-By><Members>Jörgen Warborn</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***5a.*** ***Takes the view that the Energy Taxation Directive or EU state aid rules ought not to prevent Member States either from maintaining or introducing tax abatements for climate-smart alternative fuels or from exempting them from tax entirely;*** |

Or. <Original>{SV}sv</Original>

</Amend>

<Amend>Amendment <NumAm>196</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***5a.*** ***Highlights that hydrogen is currently the most promising option for the decarbonisation of aviation, in short- to midterm as basis for synthetic kerosene an in the to long run in direct use;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>197</NumAm>

<RepeatBlock-By><Members>Markus Pieper, Jens Gieseke, Sven Schulze</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***5a.*** ***Calls on the Commission to consider quotas for synthetic aviation fuel or synthetic ship propulsion, having questions of international competitiveness in mind;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>198</NumAm>

<RepeatBlock-By><Members>Roman Haider, Georg Mayer</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***5a.*** ***Stresses that SMEs play an important role in the areas of technology, development, research and progress;*** |

Or. <Original>{DE}de</Original>

</Amend>

<Amend>Amendment <NumAm>199</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***5b.*** ***Welcomes the Commission’s intention to revise the State aid framework, including the State aid guidelines for energy and environmental protection, foreseen in 2021; stresses that flexible state aid rules are needed for closing the current financing gap and enabling the uptake of hydrogen in the transport sector; therefore urges the Commission to provide clarity on state aid for hydrogen projects in transport within the relevant framework as well as to follow up on there commendations identified by the Strategic Forum for Important Projects of Common European Interest (IPCEI), in order to promote well-coordinated or joint investments and actions aimed at supporting hydrogen supply chains;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>200</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Markus Pieper, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***5b.*** ***Recalls the importance that the European Joint Undertaking on fuel cells and hydrogen, ensures synergic collaborations with the EU joint undertakings on specific transport modes (e.g.: European Partnership on Rail Research and Innovation, Clean Sky), and with the transport companies involved in the development of hydrogen applications, in order to promote tangible results in terms of integration between technological developments and sustainable transport systems.*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>201</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***5b.*** ***Urges the Commission to set ambitious sustainability criteria in the Delegated Act on the production of Renewable Fuels of Non-Biological Origin or RFNBOs (article 27.3 Directive (EU) 2018/2001), ensuring that such RFNBOs are produced with additional and renewable electricity sources. Hydrogen used in other sectors like industry or the power sector should comply with the same requirements of renewability and additionally as RFNBOs;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>202</NumAm>

<RepeatBlock-By><Members>Carles Puigdemont i Casamajó</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 b (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5b.*** ***Urges the Commission to strengthen the targets of the 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 (REDII); urges the Commission to complete the revision of the Energy Taxation Directive (Council Directive 2003/96/EC of 27 October 2003 restructuring the Community framework for the taxation of energy products and electricity);*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>203</NumAm>

<RepeatBlock-By><Members>Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***5b.*** ***Stresses that the upcoming revision of the Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles is an opportunity to widen the scope of the regulation to other vehicle categories where zero-emission technologies such as hydrogen fuel cell and battery electric vehicles will play a role such as coaches, buses, semi-trailers;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>204</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Vlad Gheorghe, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 c (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5c.*** ***Highlights that, in line with the external dimension of the European Green Deal, the EU and Member States should actively promote new opportunities for cooperation on clean hydrogen and swiftly develop strategic partnerships with neighbouring countries and regions, as a way of boosting sustainable growth and development, promoting of EU standards and regulations, including the deployment of new infrastructure, such as refuelling networks, in order to safeguard Europe’s strategic interests;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>205</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 c (new)</Article>

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| Draft opinion | Amendment |
|  | ***5c.*** ***Stresses that the utilisation and cost efficiency of clean hydrogen must be accelerated. In industrial sectors, where hydrogen is used as a feedstock, the swift replacement of grey hydrogen by clean hydrogen is key. In other sectors, clean hydrogen as an energy carrier offers many possibilities. An open view and R&D&I efforts in various sectors are essential for clean hydrogen to be able to take up its full role in the sustainable transition;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>206</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Markus Pieper, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 c (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5c.*** ***Calls on the Commission to enhance the role of renewable and low-carbon hydrogen in the transport sector through the forthcoming Sustainable and Smart Mobility Strategy;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>207</NumAm>

<RepeatBlock-By><Members>Caroline Nagtegaal, Ondřej Kovařík, Søren Gade, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 d (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5d.*** ***Underlines the importance that the whole range of European programmes and financing instruments such as Horizon Europe, the European Clean Hydrogen Partnership, the Connecting European Facility, Cohesion Policy, InvestEU, Recovery and Resilience Facility, Just Transition Fund and the ETS Innovation Fund play a key role in developing a European hydrogen market for green hydrogen in line with the European Strategy for Hydrogen;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>208</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 d (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5d.*** ***Supports the initiatives of the European Clean Hydrogen Alliance and the Important Projects of Common European Interest(IPCEIs), the Horizon 2020 Fuel Cells and Hydrogen Joint Undertaking (FCH-JU) and the role they should play in further developing the technology, setting a clear investment agenda, ensuring appropriate representation of all stakeholders and boosting clean hydrogen uptake;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>209</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Markus Pieper, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 d (new)</Article>

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| Draft opinion | Amendment |
|  | ***5d.*** ***Welcomes the Commission´s intention to develop hydrogen refuelling infrastructure in the review of the Alternative Fuels Infrastructure Directive; reiterates the need to address the lack of harmonised standards for the design, the safety and the fuelling procedures for the refuelling infrastructure for hydrogen;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>210</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini, Pablo Arias Echeverría, Tom Berendsen, Andor Deli, Gheorghe Falcă, Jens Gieseke, Marian-Jean Marinescu, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Markus Pieper, Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 e (new)</Article>

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| Draft opinion | Amendment |
|  | ***5e.*** ***Reiterates the prominent role of LNG in addressing CO2 and particulate emissions reduction in maritime transport and of CNG in heavy-duty road transports; in this regard, calls on the Commission to reflect the prominent role of these technologies for the decarbonisation of the transport sector in EU financing instruments and in the upcoming review of the Alternative Fuels Infrastructure Directive;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>211</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 e (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5e.*** ***Highlights the importance of supporting small players such as SMEs, which are dominant in the road and inland waterway sector, to facilitate access to research and finance in order to ensure successful and swift broad deployment of clean hydrogen in transport;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>212</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 f (new)</Article>

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| Draft opinion | Amendment |
|  | ***5f.*** ***Stresses the importance of synergies between transport, energy and industrial policy and emphasizes that strategic development in all three domains should go in parallel, especially the further deployment of renewable energy and energy infrastructure is a prerequisite for the realisation of clean hydrogen uptake;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>213</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 g (new)</Article>

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| Draft opinion | Amendment |
|  | ***5g.*** ***Believes that in a first phase, renewable energy production sides and electrolysers can be installed close to focused demand points where swift implementation is possible or where decarbonisation needs are high (such as industrial clusters, ports and transport hubs). When a broader uptake of clean hydrogen takes place, more far-reaching adaptations of the energy infrastructure will be needed, including large renewable productions sides in and outside Europe, electrolysers, bunkering and storage, taking due account of the extra amounts of renewable energy needed for clean hydrogen applications;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>214</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 h (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5h.*** ***Emphasizes that there is no time to waste for Europe to take the leading global role in developing clean hydrogen; underlines in that regard the EU’s expertise in electrolysers and renewable energy, the competitiveness boost that will take place in all industrial sectors involved, the contributions to the sustainable transition and the potential for creating up to 1 million jobs;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>215</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 i (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5i.*** ***Agrees with the Commission statement that, in line with the external dimension of the European Green Deal, the EU should place clean hydrogen high on its external energy policy agenda to help re-design our global energy partnerships;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>216</NumAm>

<RepeatBlock-By><Members>Kathleen Van Brempt, Marianne Vind, Johan Danielsson, Petar Vitanov, Sara Cerdas, Isabel García Muñoz, Inma Rodríguez-Piñero, Maria Grapini, Ismail Ertug</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 j (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5j.*** ***Highlights the mutual advantages of cooperating with our international partners, such as neighbouring countries and regions where physical interconnections are easy to achieve or where renewable energy sources are abundant and production can be highly efficient, and instructs the Commission to come up with a plan of action in this regard;*** |

Or. <Original>{EN}en</Original>

</Amend></RepeatBlock-Amend>