



2020/0360(COD)

24.3.2021

DRAFT OPINION

of the Committee on Transport and Tourism

for the Committee on Industry, Research and Energy

on the proposal for a regulation of the European Parliament and of the Council
on guidelines for trans-European energy infrastructure and repealing
Regulation (EU) No 347/2013
(COM(2020) 0824 –C9-0417/2020 - 2020/0360(COD))

Rapporteur for opinion: Paolo Borchia

PA_Legam

SHORT JUSTIFICATION

Within the trans-European energy network (TEN-E) policy the TEN-E Regulation sets out the guidelines to identify, select and prioritise the implementation of projects of common interest (PCIs), with a view to achieving a resilient trans-European energy network, securing and diversifying energy supply and increasing the integration of renewable energies.

The proposed revision aims to further modernise the European energy system and cross-border infrastructure in order to realize the reductions of greenhouse gas emissions in a timely manner in line with the ambition of achieving climate neutrality by 2050 as put forward in the Green Deal. The revised TEN-E guidelines would hence focus on developing clean energy, notably electricity and hydrogen.

Regarding alternative fuels for the transport sector, the proposed TEN-E infrastructure categories for smart (electricity) grids and of hydrogen are particularly relevant. The Commission expects a significant increase in power demand from electric vehicles and argues that smart grid technologies should help to improve energy network related support for cross-border high-capacity recharging.

The Rapporteur welcomes the overall ambition of the revised TEN-E guidelines to modernize energy infrastructure in Europe to support the efforts of the EU and its Member States to reduce ambitiously CO₂ and other pollutant emissions in all sectors, including transport. Yet the TEN-E policy needs to be embedded in an overall transition to a decarbonized energy system that ensures secure and affordable supply of clean energy to citizens and supports the competitiveness of the economy and employment in all Members States and regions. A successful transition needs to be fair and cost-effective and, thus, should progress in a gradual manner, adapted to market needs and the opportunities offered by technological innovations.

The full deployment of alternative fuels for all modes of transport including the development of relevant technologies, charging and refuelling infrastructure (e-charging facilities and LNG and hydrogen refuelling facilities) will be a priority for the transport infrastructure policy in the coming years, as stressed by Parliament in its recent resolution on the revision of the TEN-T guidelines. Supporting decarbonisation of the transport sector should therefore be a key task for the development of the TEN-E too and synergies between the energy and transport networks should be leveraged as much as possible.

Although decarbonisation efforts in transport are picking up momentum, important challenges remain to be addressed. Battery-electric propulsion is already providing viable low to zero emission pathways for passenger car and light commercial vehicles. However, mature solutions using alternative fuels to fully replace conventional fuels are still lacking for heavy commercial vehicles (trucks, coaches), marine and inland waterway shipping and aviation. To enable a prompt reduction of greenhouse gas and other pollutant emissions, all readily deployable technological options need to be exploited. In this context, it is paramount to use the potential of liquefied natural gas (LNG) and compressed natural gas (CNG) as transitional solutions, especially in the maritime sector.

Against this background, the Rapporteur proposes amendments to strengthen transport-related elements of the draft regulation by including

- in the general criteria for projects of common interest and projects mutual interest: the contribution of TEN-E projects to the decarbonisation in transport (including energy efficiency and use of alternative clean fuels) and possible synergies of energy networks with other networks (Article 4(1), 4(2) and 4(5));
- in the specific criteria for projects in the specific category “smart gas grids”: projects that contribute significantly to the decarbonisation by supplying LNG where other renewable or low-carbon gases are not yet available (in Article 4(3)) and similarly for the energy infrastructure priority corridors and areas of Annex I);
- in the energy infrastructure categories to be developed under Annex II: equipment or installations to support energy supply and decarbonisation of all transport modes; in addition relevant alternative fuels such as LNG for transport sectors such as maritime and inland water way transport and their port infrastructure should be added.

Finally, considering the progress already achieved in the area of cross-border gas interconnections, contributing to security of supply and resilience, and the need to heed commitments already made, the Rapporteur proposes that projects included in the current 4th list of PCIs continue to qualify under the revised regulation (Article 4(4a)). Member States’ interests in this regard should be safeguarded by more closely involving them in the comitology procedures for establishing the new project lists (Articles 16 and 21).

AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on Industry, Research and Energy, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) Security of supply, as **one main driver** behind Regulation (EU) No 347/2013, has been significantly improved through projects of common interest. **Moreover, the Commission's climate target impact assessment²⁷ expects the consumption of natural gas to be reduced significantly because its non-abated use is not compatible with carbon-neutrality. On the other hand, the consumption of biogas, renewable and low-carbon hydrogen and synthetic gaseous fuels will increase significantly towards 2050. Therefore, the natural gas infrastructure no longer needs support through the TEN-E policy. The planning of energy infrastructure should reflect this changing gas landscape.**

²⁷ SWD(2020) 176 final

Amendment

(11) Security of **energy** supply, as **an objective of the Union's energy policy set out in the TFUE and one of the main drivers** behind Regulation (EU) No 347/2013, has been significantly improved through projects of common interest. **In this context, natural gas projects play a key role and they should be supported through TEN-E policy in order to complete the missing transmission infrastructure and to enable the transition from coal.** The consumption of biogas, renewable and low-carbon hydrogen and synthetic gaseous fuels will increase significantly towards 2050, **while natural gas is still essential for the energy supply of entire European industrial sectors, given the impossibility in the short term to use electricity sources in the most energy-intensive processes.** Therefore, natural gas infrastructure **should receive support for the transition phase of those regions that need to shift away from a highly polluting fossil fuels based energy mix and to those sectors without any mature technological alternative, such as maritime, aviation and long-distance road freight transport, where LNG can play a relevant role in phasing-out the use of heavily pollutant fuels.**

²⁷ SWD(2020) 176 final

Or. en

Amendment 2

Proposal for a regulation Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) Moreover, liquefied natural gas (LNG) and compressed natural gas (CNG) represent an essential transitional solution to reduce GHG emissions in particular in the maritime and inland waterway transport sector, as an increasing number of ships operate on LNG, which emits less CO₂, NO_x and particulate matter than conventional marine fuels. Nevertheless, the vessels currently operating on and the distribution infrastructures used for LNG could be converted to use biogas, and it will therefore be essential to scale up bio-LNG as a marine and inland waterway fuel.

Or. en

Amendment 3

Proposal for a regulation Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) The revised criteria for project eligibility should preserve the possibility for the ongoing projects already included in the previous PCI list to remain eligible for the 5th and subsequent lists, and for projects that promote the decarbonisation of certain sectors, such as transport, to receive support, in order to ensure security of energy supply.

Or. en

Amendment 4

Proposal for a regulation Recital 11 c (new)

Text proposed by the Commission

Amendment

(11c) takes note of the European Council conclusions of 10 and 11 December 2020 and acknowledges the need to ensure interconnections, energy security for all Member States, and to respect the right of the Member States to decide on their energy mix and to choose the most appropriate technologies to achieve collectively the 2030 climate target, including transitional technologies such as gas.

Or. en

Amendment 5

Proposal for a regulation Recital 12

Text proposed by the Commission

Amendment

(12) The importance of smart electricity grids in achieving the Union's energy and climate policy objectives has been acknowledged in the communication from the Commission on energy system integration²⁸. The criteria for the category should include technological developments regarding innovation and digital aspects. Furthermore, the role of projects promoters should be clarified. Given the expected significant increase in power demand from the transport sector, in particular for electric vehicles along highways and in urban areas, smart grid technologies should also help to improve energy network related support for cross border high capacity recharging to support the decarbonisation of the transport sector.

(12) The importance of smart electricity grids in achieving the Union's energy and climate policy objectives has been acknowledged in the communication from the Commission on energy system integration²⁸. The criteria for the category should include technological developments regarding innovation and digital aspects. Furthermore, the role of projects promoters should be clarified. Given the expected significant increase in power demand from the transport sector, in particular for electric vehicles along highways and in urban areas, smart grid technologies should also help to improve energy network related support for cross border high capacity recharging to support the decarbonisation of the transport sector, ***while ensuring a gradual and fair energy***

transition for the supply of transport sectors for which viable technological alternatives are not available yet, and while preserving the competitiveness of the European energy system.

²⁸ COM(2020) 299 final

²⁸ COM(2020) 299 final

Or. en

Amendment 6

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) The Union's energy infrastructure should support the full deployment of alternative clean fuels for all modes of transport, with a view to decarbonisation, including the development of relevant technologies, charging and refuelling infrastructure (i.e. e-charging facilities and LNG and hydrogen refuelling facilities), safety, security and interoperability standards.

Or. en

Amendment 7

Proposal for a regulation Recital 12 b (new)

Text proposed by the Commission

Amendment

(12b) The selection of projects of common interest and of projects of mutual interest should take into account the cross-border dimension of maritime and inland waterway transport and ports when assessing the criteria for the eligibility of projects. Indeed, ports are not

only a component of waterborne transport and increasingly clusters of all modes of transport, but they are as well part of the energy, industrial and blue economies. Therefore, it is necessary to support projects aiming at increasing synergies within ports between transport, energy and digital infrastructure, while favoring the modal shift and enhancing sustainable logistics.

Or. en

Amendment 8

Proposal for a regulation Recital 13

Text proposed by the Commission

(13) The Commission's communication on energy system integration underlines the need for integrated energy infrastructure planning across energy carriers, infrastructures, and consumption sectors. Such system integration starts from the point of departure of applying the energy efficiency first principle and taking a holistic approach beyond individual sectors. It also addresses the decarbonisation needs of the hard to abate sectors, such as parts of industry or certain modes of transport, where direct electrification is, currently, technically or economically challenging. **Such** investments include hydrogen and electrolysers, which are progressing towards commercial large-scale deployment. The Commission's Hydrogen Strategy gives priority to hydrogen production from renewable electricity, which is the cleanest solution and is most compatible with the EU climate neutrality objective. In a transitional phase however, other forms of low-carbon hydrogen are needed to more rapidly replace existing hydrogen and kick-start an economy of

Amendment

(13) The Commission's communication on energy system integration underlines the need for integrated energy infrastructure planning across energy carriers, infrastructures, and consumption sectors. Such system integration starts from the point of departure of applying the energy efficiency first principle and taking a holistic approach beyond individual sectors. It also addresses the decarbonisation needs of the hard to abate sectors, such as parts of industry or certain modes of transport, where direct electrification is, currently, technically or economically challenging. ***In this context especially, it is important to ensure the support to ready-to-use technologies such as LNG, that can substantially reduce GHG emissions and pollutants. The*** investments include ***as well*** hydrogen and electrolysers, which are progressing towards commercial large-scale deployment, ***and further assessments based on solid cost-benefit analysis methodologies shall be deemed necessary to evaluate their feasibility and impact on the market.*** The Commission's Hydrogen

scale.

Strategy gives priority to hydrogen production from renewable electricity, which is the cleanest solution and is most compatible with the EU climate neutrality objective. In a transitional phase however, other forms of low-carbon hydrogen are needed to more rapidly replace existing hydrogen and kick-start an economy of scale.

Or. en

Amendment 9

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Moreover, the Commission's Hydrogen Strategy²⁹ concluded that for the required deployment of hydrogen a large-scale infrastructure network is an important element that only the Union and the single market can offer. There is currently very limited dedicated infrastructure in place to transport and trade hydrogen across borders. Such should consist of a significant extent of assets converted from natural gas, complemented by new assets dedicated to hydrogen. Furthermore, the Hydrogen Strategy sets a strategic goal to increase installed electrolyser capacity to 40 GW by 2030 in order to scale up the production of renewable hydrogen and facilitate the decarbonisation of fossil-fuel dependent sectors, such as industry or transport. Therefore, the TEN-E policy should include new and repurposed hydrogen transmission infrastructure and storage as well as electrolyser facilities. Hydrogen transmission and storage infrastructure should also be included in the Union-wide ten-year network development plan so as to allow a comprehensive and consistent assessment of their costs and benefits for the energy

Amendment

(14) Moreover, the Commission's Hydrogen Strategy²⁹ concluded that for the required deployment of hydrogen a large-scale infrastructure network is an important element that only the Union and the single market can offer. There is currently very limited dedicated infrastructure in place to transport and trade hydrogen across borders. Such should consist of a significant extent of assets converted from natural gas, complemented by new assets dedicated to hydrogen. Furthermore, the Hydrogen Strategy sets a strategic goal to increase installed electrolyser capacity to 40 GW by 2030 in order to scale up the production of renewable hydrogen and facilitate the decarbonisation of fossil-fuel dependent sectors, such as industry or transport. Therefore, the TEN-E policy should include new and repurposed hydrogen transmission infrastructure and storage as well as electrolyser facilities. Hydrogen transmission and storage infrastructure should also be included in the Union-wide ten-year network development plan so as to allow a comprehensive and consistent assessment of their costs and benefits for the energy

system, including their contribution to sector integration and decarbonisation, with the aim of creating a hydrogen backbone for the Union.

²⁹ A hydrogen strategy for a climate-neutral Europe, COM(2020) 301 final.

system, including their contribution to sector integration and decarbonisation, with the aim of creating a hydrogen backbone for the Union. ***In doing so, the Union should pursue a gradual approach for the EU strategy for hydrogen in order to ensure a level playing field and safeguard the EU industry's competitiveness, while envisaging a "preparatory phase" through research and pilot projects, aiming at the development of a mature and stable market for hydrogen.***

²⁹ A hydrogen strategy for a climate-neutral Europe, COM(2020) 301 final.

Or. en

Amendment 10

Proposal for a regulation Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) 'alternative clean fuels' means fuels such as electricity, hydrogen, biofuels (liquids), synthetic fuels, methane, natural gas (CNG and LNG), bioLPG, bioLNG and biomethane, which serve as a substitute for fossil oil sources in the supply of energy to transport, contribute to its decarbonisation and enhance the environmental performance of the transport sector.

Or. en

Amendment 11

Proposal for a regulation Recital 51

Text proposed by the Commission

(51) In order to ensure uniform conditions for the implementation of this Regulation as regards cross-border cost allocation procedures and enable Member States to assess benefits and costs of the afferent sea basin offshore grids for renewable energy, in view also of the market and financial arrangements for the generation sites, such as support already granted, and carry out a preliminary cost sharing analysis at sea basin level, implementing powers in accordance with Article 291 of the Treaty on the Functioning of the European Union should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁴⁵. The **advisory** procedure should be used for the adoption of those implementing acts.

⁴⁵ OJ L 55, 28.2.2011, p. 13.

Amendment

(51) In order to ensure uniform conditions for the implementation of this Regulation as regards cross-border cost allocation procedures and enable Member States to assess benefits and costs of the afferent sea basin offshore grids for renewable energy, in view also of the market and financial arrangements for the generation sites, such as support already granted, and carry out a preliminary cost sharing analysis at sea basin level, implementing powers in accordance with Article 291 of the Treaty on the Functioning of the European Union should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁴⁵. The **examination** procedure should be used for the adoption of those implementing acts.

⁴⁵ OJ L 55, 28.2.2011, p. 13.

Or. en

Amendment 12

Proposal for a regulation
Recital 52 a (new)

Text proposed by the Commission

Amendment

(52a) Criteria for assessing the eligibility of projects for common interest and of projects for mutual interest should take into account possible synergies with other networks, in particular trans-European transport network and its cross-border sections.

Or. en

Amendment 13

Proposal for a regulation

Article 1 – paragraph 2 – point a

Text proposed by the Commission

(a) addresses the identification of projects of common interest necessary to implement priority corridors and areas falling under the energy infrastructure categories in electricity, smart gas grids, hydrogen, electrolysers, and carbon dioxide set out in Annex II ('energy infrastructure categories');

Amendment

(a) addresses the identification of projects of common interest necessary to implement priority corridors and areas falling under the energy infrastructure categories in electricity, smart gas grids, hydrogen, electrolysers, and carbon dioxide set out in Annex II ('energy infrastructure categories'), ***in adherence to the principle of non-discrimination of technology***;

Or. en

Amendment 14

Proposal for a regulation

Article 2 – paragraph 1 – point 9

Text proposed by the Commission

(9) 'smart gas grid' means a gas network that makes use of innovative digital solutions to integrate in a cost efficient manner a plurality of low-carbon and renewable gas sources in accordance with consumers' needs and gas quality requirements in order to reduce the carbon footprint of the related gas consumption, enable an increased share of renewable and low-carbon gases, and create links with other energy carriers and sectors;

Amendment

(9) 'smart gas grid' means a gas network that makes use of innovative digital solutions to integrate in a cost efficient manner a plurality of low-carbon, ***decarbonised*** and renewable gas sources in accordance with consumers' needs and gas quality requirements in order to reduce the carbon footprint of the related gas consumption, enable an increased share of renewable, ***decarbonised*** and low-carbon gases, and create links with other energy carriers and sectors ***thereby providing strengthened security of supply and flexibility to the energy system***;

Or. en

Amendment 15

Proposal for a regulation

Article 4 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(aa) supports the decarbonisation of specific transport sectors, stimulates energy efficiency and introduces propulsion systems using alternative clean fuels, including supply systems, and provides corresponding infrastructure, taking into account possible synergies with other networks, in particular the trans-European transport network;

Or. en

Amendment 16

Proposal for a regulation

Article 4 – paragraph 2 – point a a (new)

Text proposed by the Commission

Amendment

(aa) supports the decarbonisation of specific transport sectors, stimulates energy efficiency and introduces propulsion systems using alternative clean fuels, including supply systems, and provides corresponding infrastructure, taking into account possible synergies with other networks, in particular the trans-European transport network;

Or. en

Amendment 17

Proposal for a regulation

Article 4 – paragraph 3 – point a – point ii

Text proposed by the Commission

(ii) security of supply, including through interoperability, system flexibility, cybersecurity, appropriate connections and secure and reliable system operation.

Amendment

(ii) security of supply, including through interoperability, system flexibility, cybersecurity, **increased energy efficiency**, appropriate connections and secure and reliable system operation.

Or. en

Amendment 18

Proposal for a regulation

Article 4 – paragraph 3 – point c – introductory part

Text proposed by the Commission

(c) for carbon dioxide transport projects falling under the energy infrastructure categories set out in point (5) of Annex II, the project is to contribute significantly to all of the following specific criteria:

Amendment

(c) for carbon dioxide **capture**, transport **and utilisation or storage** projects falling under the energy infrastructure categories set out in point (5) of Annex II, the project is to contribute significantly to all of the following specific criteria:

Or. en

Amendment 19

Proposal for a regulation

Article 4 – paragraph 3 – point d – introductory part

Text proposed by the Commission

(d) for hydrogen projects falling under the energy infrastructure categories set out in point (3) of Annex II the project is to contribute significantly to sustainability, including by reducing greenhouse gas emissions, by enhancing the deployment of renewable hydrogen and supporting variable renewable power generation by offering flexibility and/or storage solutions. Furthermore, the project is to contribute

Amendment

(d) for hydrogen projects falling under the energy infrastructure categories set out in point (3) of Annex II the project is to contribute significantly to sustainability, including by reducing greenhouse gas emissions, by enhancing the deployment of renewable, **decarbonised and low-carbon** hydrogen and supporting variable renewable power generation **and system-wide security of supply** by offering

significantly to at least one of the following specific criteria:

flexibility and/or storage solutions. Furthermore, the project is to contribute significantly to at least one of the following specific criteria:

Or. en

Amendment 20

Proposal for a regulation

Article 4 – paragraph 3 – point d – point i

Text proposed by the Commission

(i) market integration, including by connecting existing or emerging hydrogen networks of Member States, or otherwise contributing to the emergence of an Union-wide network for the transport and storage of hydrogen, and ensuring interoperability of connected systems;

Amendment

(i) market integration, including by connecting existing or emerging hydrogen networks of Member States, or otherwise contributing to the emergence of an Union-wide network for the transport, ***distribution and storage of hydrogen, including through blended portions of the network,*** and ensuring interoperability of connected systems;

Or. en

Amendment 21

Proposal for a regulation

Article 4 – paragraph 3 – point e – point i

Text proposed by the Commission

(i) sustainability, including by reducing greenhouse gas emissions and enhancing the deployment of renewable hydrogen.

Amendment

(i) sustainability, including by reducing greenhouse gas emissions and enhancing the deployment of renewable hydrogen ***and synthetic fuels.***

Or. en

Amendment 22

Proposal for a regulation

Article 4 – paragraph 3 – point f – introductory part

Text proposed by the Commission

(f) for smart gas grid projects falling under the energy infrastructure category set out in point (2) of Annex II, the project is to contribute significantly to sustainability by enabling and facilitating the integration of renewable and low-carbon gases, such as biomethane, or renewable hydrogen, into the gas distribution and transmission networks in order to reduce greenhouse gas emissions. Furthermore, the project is to contribute significantly to at least one of the following specific criteria:

Amendment

(f) for smart gas grid projects falling under the energy infrastructure category set out in point (2) of Annex II, the project is to contribute significantly to sustainability by enabling and facilitating the integration of renewable, ***decarbonised*** and low-carbon gases, such as biomethane, ***synthetic methane*** or renewable hydrogen, ***notably by blending these*** into the gas distribution and transmission networks in order to reduce greenhouse gas emissions, ***and by contributing significantly to the decarbonisation of sectors for which viable technological alternatives are not available yet, such as the supply of LNG in certain transport sectors***. Furthermore, the project is to contribute significantly to at least one of the following specific criteria:

Or. en

Amendment 23

Proposal for a regulation

Article 4 – paragraph 3 – point f – point i

Text proposed by the Commission

(i) network security and quality of supply by improving the efficiency and interoperability of gas transmission and distribution in day-to-day network operation by, among others, addressing challenges resulting from the injection of gases of different qualities through the deployment of innovative technologies and cybersecurity;

Amendment

(i) network security and quality of supply by improving the efficiency and interoperability of gas transmission and distribution in day-to-day network operation by, among others, addressing challenges resulting from the injection of gases of different qualities through the deployment of innovative technologies and cybersecurity, ***by ensuring fuel security and promoting the use of low carbon energy sources and propulsions systems***

which reduce pollution, such as water and air pollution, energy consumption and carbon intensity;

Or. en

Amendment 24

Proposal for a regulation

Article 4 – paragraph 3 – point f – point iii a (new)

Text proposed by the Commission

Amendment

(iii a) introduction of new technologies and innovation for the promotion of energy-efficient systems and alternative clean fuels, including LNG.

Or. en

Amendment 25

Proposal for a regulation

Article 4 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. Projects that have been already included in the previous PCI list shall be considered eligible for being included in the upcoming lists established under this regulation in order to preserve the commitments already made, avoid inefficiencies due to stranded investments and support security of energy supply.

Or. en

Amendment 26

Proposal for a regulation

Article 4 – paragraph 5 – subparagraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) possible synergies with projects included in the trans-European transport network;

Or. en

Amendment 27

Proposal for a regulation Article 15 – paragraph 1

Text proposed by the Commission

Amendment

1. The Commission shall develop, by means of implementing acts, principles for a specific cost-benefit and cost-sharing methodology for the deployment of the integrated offshore network development plan referred to in Article 14(2) in accordance with the agreement referred to in Article 14(1) as part of the guidelines referred to in Article 16(10). Those implementing acts shall be adopted in accordance with the ***advisory*** procedure referred to in Article 21(2).

1. The Commission shall develop, by means of implementing acts, principles for a specific cost-benefit and cost-sharing methodology for the deployment of the integrated offshore network development plan referred to in Article 14(2) in accordance with the agreement referred to in Article 14(1) as part of the guidelines referred to in Article 16(10). Those implementing acts shall be adopted in accordance with the ***examination*** procedure referred to in Article 21(2).

Or. en

Amendment 28

Proposal for a regulation Article 16 – paragraph 10

Text proposed by the Commission

Amendment

10. By [31 December 2022], the Commission shall adopt implementing acts containing binding guidelines to ensure uniform conditions for the implementation of this Article and the offshore grids for renewable energy cross-border cost sharing as referred to in Article 15(1). The

10. By [31 December 2022], the Commission shall adopt implementing acts containing binding guidelines to ensure uniform conditions for the implementation of this Article and the offshore grids for renewable energy cross-border cost sharing as referred to in Article 15(1). The

guidelines shall also address the special situation of offshore grids for renewable energy projects of common interest by including principles on how their cross-border cost allocation shall be coordinated with the financing, market and political arrangements of offshore generation sites connected to them. In adopting or amending the guidelines, the Commission shall consult ACER, the ENTSO for Electricity, the ENTSO for Gas, and, where relevant, other stakeholders. Those implementing acts shall be adopted in accordance with the *advisory* procedure referred to in Article 21(2).

guidelines shall also address the special situation of offshore grids for renewable energy projects of common interest by including principles on how their cross-border cost allocation shall be coordinated with the financing, market and political arrangements of offshore generation sites connected to them. In adopting or amending the guidelines, the Commission shall consult ACER, the ENTSO for Electricity, the ENTSO for Gas, and, where relevant, other stakeholders. Those implementing acts shall be adopted in accordance with the *examination* procedure referred to in Article 21(2).

Or. en

Amendment 29

Proposal for a regulation Article 20 – paragraph 2

Text proposed by the Commission

2. The power to adopt delegated acts referred to in Article 3 shall be conferred on the Commission for a period of **seven** years from [1 January 2022]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the **seven-year** period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

Amendment

2. The power to adopt delegated acts referred to in Article 3 shall be conferred on the Commission for a period of **five** years from [1 January 2022]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the **five-year** period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

Or. en

Amendment 30

Proposal for a regulation Article 21 – paragraph 2

Text proposed by the Commission

2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.

Amendment

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

Or. en

Amendment 31

Proposal for a regulation

Annex I – part 3 – point 8 – subparagraph 1

Text proposed by the Commission

(8) Hydrogen interconnections in Western Europe ('HI West'): hydrogen infrastructure enabling the emergence of an integrated hydrogen backbone connecting the countries of the region and addressing their specific infrastructure needs for hydrogen supporting the emergence of an EU-wide network for hydrogen transport.

Amendment

(8) Hydrogen interconnections in Western Europe ('HI West'): hydrogen infrastructure enabling the emergence of an integrated hydrogen backbone connecting the countries of the region and addressing their specific infrastructure needs for hydrogen supporting the emergence of an EU-wide network for hydrogen transport ***and enabling end-user consumption in all sectors.***

Or. en

Amendment 32

Proposal for a regulation

Annex I – part 3 – point 9 – subparagraph 1

Text proposed by the Commission

(9) Hydrogen interconnections in Central Eastern and South Eastern Europe ('HI East'): hydrogen infrastructure enabling the emergence of an integrated hydrogen backbone connecting the countries of the region and addressing their specific infrastructure needs for hydrogen supporting the emergence of an EU-wide network for hydrogen transport.

Amendment

(9) Hydrogen interconnections in Central Eastern and South Eastern Europe ('HI East'): hydrogen infrastructure enabling the emergence of an integrated hydrogen backbone connecting the countries of the region and addressing their specific infrastructure needs for hydrogen supporting the emergence of an EU-wide network for hydrogen transport ***and***

enabling end-user consumption in all sectors.

Or. en

Amendment 33

Proposal for a regulation

Annex I – part 4 – point 12 – subparagraph 1

Text proposed by the Commission

(12) Cross-border carbon dioxide network: development of carbon dioxide transport infrastructure between Member States and with neighbouring third countries in view of the deployment of carbon dioxide capture and storage.

Amendment

(12) Cross-border carbon dioxide network: development of carbon dioxide ***capture, transport and utilisation or storage*** infrastructure between Member States and with neighbouring third countries in view of the deployment of carbon dioxide capture and storage ***or utilisation.***

Or. en

Amendment 34

Proposal for a regulation

Annex I – part 4 – point 13 – subparagraph 1

Text proposed by the Commission

(13) Smart gas grids: Adoption of smart gas grid technologies across the Union to efficiently integrate a plurality of renewable and low-carbon gas sources into the gas network, support the uptake of innovative solutions for network management and facilitating smart energy sector integration and demand response.

Amendment

(13) Smart gas grids: Adoption of smart gas grid technologies across the Union to efficiently integrate a plurality of renewable and low-carbon gas sources into the gas network, support the uptake of innovative solutions for network management and facilitating smart energy sector integration and demand response, ***contribute significantly to the decarbonisation of sectors for which viable technological alternatives are not available yet, such as the supply of LNG in certain transport sectors, create synergies with the TEN-T, including taking into account the cross-border***

Amendment 35

Proposal for a regulation

Annex II – paragraph 1 – point 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) any equipment or installation aiming at the supply and the decarbonisation of all transport modes, including grids and other facilities necessary for the energy supply, while taking into account of the infrastructure-vehicle interface and of the telematic applications.

Amendment 36

Proposal for a regulation

Annex II – paragraph 1 – point 2 – point a

Text proposed by the Commission

Amendment

(a) any of the following equipment or installation aiming at enabling and facilitating the integration of renewable and low-carbon gases (including biomethane or hydrogen) into the network: digital systems and components integrating ICT, control systems and sensor technologies to enable the interactive and intelligent monitoring, metering, quality control and management of gas production, transmission, distribution and consumption within a gas network. Furthermore, such projects may also include equipment to enable reverse flows from the distribution to the transmission level and related

(a) any of the following equipment or installation aiming at enabling and facilitating the integration of renewable and low-carbon gases (including biomethane or hydrogen) **by blending it** into the network: digital systems and components integrating ICT, control systems and sensor technologies to enable the interactive and intelligent **integration**, monitoring, metering, quality control and management of gas production, transmission, distribution and consumption within a gas network, **notably by increasing the ability to blend different types of gases**. Furthermore, such projects

necessary upgrades to the existing network.

may also include equipment to enable reverse flows from the distribution to the transmission level and related necessary upgrades to the existing network *as well as new grid connections for renewable, decarbonised and low-carbon gases production units.*

Or. en

Amendment 37

Proposal for a regulation

Annex II – paragraph 1 – point 2 – point a a (new)

Text proposed by the Commission

Amendment

(aa) any equipment or installation, including gas infrastructure projects, contributing significantly to the decarbonisation of sectors for which viable technological alternatives are not available yet, such as the supply of LNG in certain transport sectors.

Or. en

Amendment 38

Proposal for a regulation

Annex II – paragraph 1 – point 3 – point a

Text proposed by the Commission

Amendment

(a) transmission pipelines for the transport of hydrogen, giving access to **multiple** network users on a transparent and non-discriminatory basis, which mainly contains high-pressure hydrogen pipelines, excluding pipelines for the local distribution of hydrogen;

(a) transmission **and distribution** pipelines for the transport of hydrogen, **aiming at** giving access to **all** network users on a transparent and non-discriminatory basis, which mainly contains high-pressure hydrogen pipelines, excluding pipelines for the local distribution of hydrogen;

Or. en

Amendment 39

Proposal for a regulation

Annex II – paragraph 1 – point 3 – point d – paragraph 1

Text proposed by the Commission

Any of the assets listed in points (a), (b), (c), **and (d)** may be newly constructed assets or assets converted from natural gas **dedicated to** hydrogen, or a combination of the two.

Amendment

Any of the assets listed in points (a), (b), (c), **(d) and (da)** may be newly constructed assets or assets converted from natural gas **ready for** hydrogen, or a combination of the two.

Or. en

Amendment 40

Proposal for a regulation

Annex II – paragraph 1 – point 3 – point d a (new)

Text proposed by the Commission

Amendment

(da) any equipment or installation aiming at the supply and the decarbonisation of all transport modes, including grids and other facilities necessary for energy supply, while taking into account the infrastructure-vehicle interface and the telematic applications.

Or. en

Amendment 41

Proposal for a regulation

Annex II – paragraph 1 – point 5 – introductory part

Text proposed by the Commission

Amendment

(5) concerning carbon dioxide:

(5) concerning carbon dioxide **capture, transport, utilisation or storage**:

Or. en

Amendment 42

Proposal for a regulation Annex II – paragraph 1 – point 5 – point a

Text proposed by the Commission

(a) dedicated pipelines, ***other than upstream pipeline network***, used to transport carbon dioxide from more than one source, i.e. industrial installations (including power plants) that produce carbon dioxide gas from combustion or other chemical reactions involving fossil or non-fossil carbon-containing compounds, for the purpose of permanent geological storage of carbon dioxide pursuant to Directive 2009/31/EC of the European Parliament and of the Council⁶¹ ;

⁶¹ OJ L 140, 5.6.2009, p. 114.

Amendment

(a) dedicated pipelines ***and all infrastructure and equipment including ships and trucks***, used to transport carbon dioxide from more than one source, i.e. industrial installations (including power plants) that produce carbon dioxide gas from combustion or other chemical reactions involving fossil or non-fossil carbon-containing compounds, for the purpose of permanent geological storage of carbon dioxide pursuant to Directive 2009/31/EC of the European Parliament and of the Council⁶¹ ***or for the purpose of carbon dioxide capture and utilisation***;

⁶¹ OJ L 140, 5.6.2009, p. 114.

Or. en

Amendment 43

Proposal for a regulation Annex IV – point 1 – point e

Text proposed by the Commission

(e) for hydrogen storage or hydrogen reception facilities referred to in point (3) of Annex II, the project aims at supplying directly or indirectly at least two Member States;

Amendment

(e) for hydrogen storage or hydrogen reception facilities referred to in point (3) of Annex II, the project aims at supplying directly or indirectly, ***by providing security of supply benefits***, at least two Member States;

Or. en

Amendment 44

Proposal for a regulation Annex IV – point 5 – point a

Text proposed by the Commission

(a) Sustainability measured as the contribution of a project to: greenhouse gas emission reductions in different end-use applications, such as industry or transport; flexibility and seasonal storage options for renewable electricity generation; or the integration of renewable hydrogen.

Amendment

(a) Sustainability measured as the contribution of a project to: **direct or indirect** greenhouse gas emission reductions in different end-use applications, such as industry, **agriculture**, or transport; flexibility and seasonal **and short-term** storage options for renewable electricity generation; or the integration of renewable hydrogen.

Or. en

Amendment 45

Proposal for a regulation Annex IV – point 6 – point b

Text proposed by the Commission

(b) quality and security of supply measured by assessing the ratio of reliably available gas supply and peak demand, the share of imports replaced by local renewable and low-carbon gases, the stability of system operation, the duration and frequency of interruptions per customer.

Amendment

(b) quality and security of supply measured by assessing the ratio of reliably available gas supply and **system wide** peak demand, the share of imports replaced by local renewable and low-carbon gases, the stability of system operation, the duration and frequency of interruptions per customer.

Or. en

Amendment 46

Proposal for a regulation Annex IV – point 7 – point a

Text proposed by the Commission

(a) sustainability measured by

Amendment

(a) sustainability measured by

assessing the share of renewable hydrogen or hydrogen meeting the criteria defined in point (4) (a) (ii) of Annex II integrated into the network, and the related greenhouse gas emission savings;

assessing the share of renewable hydrogen or hydrogen meeting the criteria defined in point (4) (a) (ii) of Annex II *or synthetic methane* integrated into the network, and the related greenhouse gas emission savings;

Or. en