



2016/2327(INI)

8.6.2017

AMENDMENTS

145 - 280

Draft opinion

Damiano Zoffoli

(PE601.214v01-00)

A European Strategy for Low-Emission Mobility

(2016/2327(INI))

Amendment 145

Merja Kyllönen, Kateřina Konečná

Draft opinion

Subheading 3

Draft opinion

Type Approval

Amendment

Type Approval *and Market Surveillance*

Or. en

Amendment 146

Damiano Zoffoli, Seb Dance, Nicola Danti, Flavio Zanonato, Massimo Paolucci, Simona Bonafè, Karoline Graswander-Hainz

Draft opinion

Paragraph 7

Draft opinion

7. Calls for a more comprehensive and coordinated system of type-approval and market surveillance, involving EU oversight, in order to address the failures identified in the aftermath of Dieselgate;

Amendment

7. Calls for a more comprehensive and coordinated system of type-approval and market surveillance, *at the EU level* involving *a strong and reliable* EU oversight *and system of controls, which should involve the establishment of a European Vehicles Surveillance Agency*, in order to address the failures *and legal loopholes* identified in the aftermath of Dieselgate;

Or. en

Amendment 147

Ulrike Müller, Nils Torvalds, Anneli Jäätteenmäki, Fredrick Federley, Gesine Meissner

Draft opinion

Paragraph 7

Draft opinion

7. Calls for a more comprehensive and coordinated system of type-approval and market surveillance, involving EU oversight, in order to address the failures identified in the aftermath of Dieselgate;

Amendment

7. Calls for a more comprehensive and coordinated system of type-approval and market surveillance ***on the basis of clearly defined rules and a clearer distribution of responsibilities***, involving EU oversight, in order to address the failures identified in the aftermath of Dieselgate ***and to ensure the full, homogenous and efficient implementation of the new type-approval and market surveillance framework***;

Or. en

Amendment 148

Mark Demesmaeker, Julie Girling

Draft opinion

Paragraph 7

Draft opinion

7. Calls for a more comprehensive and coordinated system of type-approval and market surveillance, involving EU oversight, in order to address the failures identified in the aftermath of Dieselgate;

Amendment

7. Calls for a more comprehensive and coordinated system of type-approval and market surveillance, involving EU oversight, in order to address the failures identified in the aftermath of Dieselgate; ***recalls the European Parliament's negotiating mandate in this regard as adopted on April 4 2017***;

Or. en

Amendment 149

Mireille D'Ornano, Jean-François Jalkh, Sylvie Goddyn

Draft opinion

Paragraph 7

Draft opinion

7. Calls for a more comprehensive and coordinated system of type-approval and

Amendment

7. Calls for a more comprehensive and coordinated system of type-approval and

market surveillance, involving *EU* oversight, in order to address the failures identified in the aftermath of Dieselgate;

market surveillance, involving oversight *by the World Forum for Harmonisation of Vehicle Regulations*, in order to address the failures identified in the aftermath of Dieselgate;

Or. fr

Amendment 150

Françoise Grossetête, Angélique Delahaye

Draft opinion

Paragraph 7

Draft opinion

7. Calls for a more comprehensive and coordinated system of type-approval and market surveillance, involving EU oversight, in order to address the failures identified in the aftermath of *Dieselgate*;

Amendment

7. Calls for a more comprehensive and coordinated system of type-approval and market surveillance, involving EU oversight, in order to address the failures identified in the aftermath of *the motor-vehicle pollutant emissions scandal*;

Or. fr

Amendment 151

Christofer Fjellner

Draft opinion

Paragraph 7

Draft opinion

7. *Calls for a more* comprehensive and coordinated system of type-approval and market surveillance, involving EU oversight, in order to address the failures identified in the aftermath of Dieselgate;

Amendment

7. *Recalls the recently adopted* comprehensive and coordinated system of type-approval and market surveillance, involving EU oversight, in order to address the failures identified in the aftermath of Dieselgate;

Or. en

Amendment 152

Eleonora Evi, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 7

Draft opinion

7. Calls *for a more comprehensive and coordinated system of type-approval and market surveillance, involving EU oversight*, in order to address the failures identified in the aftermath of Dieselgate;

Amendment

7. Calls *the Commission to ensure an appropriate* market surveillance *of circulating LDVs and HDVs* in order to address the failures identified in the aftermath of Dieselgate;

Or. en

Amendment 153

Damiano Zoffoli, Nicola Danti, Flavio Zanonato, Massimo Paolucci, Karoline Graswander-Hainz, Simona Bonafè

Draft opinion

Paragraph 7 a (new)

Draft opinion

Amendment

7a. *Stresses the importance of a swift adoption of the Regulation (n. 2016/0014), which is crucial to update the current EU type-approval legal framework; therefore, confirms that the future adoption of the aforementioned Regulation shall ensure a consistent and more transparent playing level field for all the stakeholders of the vehicles sectors and shall establish effective rules to protect consumers;*

Or. en

Amendment 154

Damiano Zoffoli, Nicola Danti, Flavio Zanonato, Massimo Paolucci, Karoline Graswander-Hainz, Simona Bonafè

Draft opinion

Paragraph 7 b (new)

Draft opinion

Amendment

7b. Welcomes the Guidance on the evaluation of Auxiliary Emission Strategies and the presence of Defeat Devices, published by the Commission on 26 January 2017 with the purpose of supporting Member States and the competent authorities in detecting defeat devices;

Or. en

Amendment 155

Damiano Zoffoli, Simona Bonafè, Karoline Graswander-Hainz, Flavio Zanonato, Nicola Danti

Draft opinion

Paragraph 7 c (new)

Draft opinion

Amendment

7c. Stresses the importance of a swift adoption of the proposal for a Regulation on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (COM(2016)0031) which is crucial to update the current EU type-approval legal framework; therefore, confirms that the future adoption of the aforementioned Regulation shall ensure a consistent and more transparent playing level field for all the stakeholders of the vehicles sectors and shall establish effective rules to protect consumers;

Or. en

Amendment 156

Jens Gieseke

**Draft opinion
Paragraph 8**

Draft opinion

8. **Regrets**, in this regard, the adoption of high conformity factors for NOx emissions and urges the Commission to review the **conformity factors** in 2017;

Amendment

8. **Realizes**, in this regard, the adoption of high conformity factors for NOx emissions **is a temporary need but recognises that a NOx conformity factor of 1.0 and a measurement instrument error margin on 0.5 is already in EU law for a second RDE Step applicable from January 2020** and urges the Commission to **start to review the error margin of the measurement instruments in 2017; This review is subject to the condition that all PEMS equipment used for testing will be certified to guarantee the achievable error margin in NOx emission testing and that all authorities, technical services and third parties performing RDE tests are accredited as having the appropriate qualifications to run RDE tests according to the legislation and any further Guidance the Commission may issue;**

Or. en

Amendment 157

Damiano Zoffoli, Seb Dance, Karoline Graswander-Hainz, Simona Bonafè

**Draft opinion
Paragraph 8**

Draft opinion

8. Regrets, **in this regard**, the adoption of high conformity factors for NOx emissions **and** urges the Commission to review the conformity **factors** in 2017;

Amendment

8. Regrets , the adoption of high conformity factors for NOx emissions **which could be considered a de facto blanket derogation from the emission limits currently in force while allowing cars to pollute at over double the level allowed by law from 2017 to 2020 and 50% more after 2020;** urges the Commission to review the conformity **factor for RDE tests of NOx emissions in 2017 - as provided for by the 2nd RDE**

package - and to further revise it annually, in line with technological developments, so as to bring it down to 1 by 2021 at the latest;

Or. en

Amendment 158
Annie Schreijer-Pierik

Draft opinion
Paragraph 8

Draft opinion

8. Regrets, in this regard, the adoption of high conformity factors for NO_x emissions and urges the Commission to *review* the conformity factors *in 2017*;

Amendment

8. Regrets, in this regard, the adoption of high conformity factors for NO_x emissions and urges the Commission to *reduce* the conformity factors *as soon as possible in the light of the actual margin of uncertainty in portable emissions measurement systems (PEMS) in comparison with laboratory equipment, according to the latest and best available scientific advice*;

Or. nl

Amendment 159
Mark Demesmaeker, Julie Girling

Draft opinion
Paragraph 8

Draft opinion

8. Regrets, in this regard, the adoption of *high* conformity factors for *NOx* emissions and urges the Commission to review the conformity factors in 2017;

Amendment

8. Regrets, in this regard, the adoption of conformity factors for *RDE tests of NOx* emissions and urges the Commission to review the conformity factors in 2017, *as provided for by the 2nd RDE package; calls on the Commission to further revise the conformity factor annually, in line with technological developments, so as to bring it down to 1 as soon as possible and*

before 2021;

Or. en

Amendment 160

Merja Kyllönen

Draft opinion

Paragraph 8

Draft opinion

8. Regrets, in this regard, the adoption of high conformity factors for NO_x emissions and urges the Commission to review the conformity factors in 2017;

Amendment

8. Regrets, in this regard, the adoption of high conformity factors for NO_x emissions and urges the Commission to review the conformity factors in 2017 *and bring them down to 1 by 2021 at the latest; calls for a swift and ambitious adoption of the last packages of RDE including its extension to cover CO₂ emissions and fuel efficiency;*

Or. en

Amendment 161

Ulrike Müller, Fredrick Federley

Draft opinion

Paragraph 8

Draft opinion

8. *Regrets*, in this regard, the adoption of high conformity factors for NO_x emissions and urges the Commission to review the conformity factors in 2017;

Amendment

8. *Notes*, in this regard, the adoption of high conformity factors for NO_x emissions *within the 2nd RDE package, welcomes the Commission's commitment to achieve a conformity factor of 1 as soon as possible* and urges the Commission to review the conformity factors in 2017 *and annually thereafter, based on best available technologies;*

Or. en

Amendment 162

Mireille D'Ornano, Jean-François Jalkh, Sylvie Goddyn

Draft opinion

Paragraph 8

Draft opinion

8. Regrets, in this regard, the adoption of high conformity factors for NOX emissions and urges the Commission to review the conformity factors in 2017;

Amendment

8. Regrets, in this regard, the adoption of high conformity factors for NOX emissions and urges the Commission to review the conformity factors in 2017 ***in so far as the other vehicle-making countries in the world apply equivalent standards;***

Or. fr

Amendment 163

Miriam Dalli

Draft opinion

Paragraph 8

Draft opinion

8. Regrets, in this regard, the adoption of high conformity factors for NOx emissions and urges the Commission to review the conformity factors in 2017;

Amendment

8. Regrets, in this regard, the adoption of high conformity factors for NOx emissions and urges the Commission to review the conformity factors in 2017; ***stresses that at the latest from January 2021 the conformity factor for NOx shall be set to 1.00;***

Or. en

Amendment 164

Francesc Gambús

Draft opinion

Paragraph 8

Draft opinion

8. Regrets, in this regard, the adoption of high conformity factors for NOx

Amendment

8. Regrets, in this regard, the adoption of high conformity factors for NOx

emissions and urges the Commission to review the conformity factors in 2017;

emissions and urges the Commission to review the conformity factors in 2017 **and stresses the importance of the definition of a specific conformity factor for NO₂ in vehicles in line with the NO₂ air quality requirements in cities;**

Or. en

Amendment 165
Gesine Meissner

Draft opinion
Paragraph 8

Draft opinion

8. **Regrets**, in this regard, the adoption of high conformity factors for NO_x emissions and urges the Commission to review the conformity factors in 2017;

Amendment

8. **Notes**, in this regard, the adoption of high conformity factors for NO_x emissions and urges the Commission to review the conformity factors in 2017 **and annually thereafter, based on best available technologies;**

Or. en

Amendment 166
Françoise Grossetête

Draft opinion
Paragraph 8

Draft opinion

8. **Regrets**, in this regard, the adoption of high conformity factors for NO_x emissions and urges the Commission to review the conformity factors in 2017;

Amendment

8. **Notes**, in this regard, **that** the adoption of high conformity factors for NO_x emissions **was a temporary necessity** and urges the Commission to review the conformity factors in 2017;

Or. fr

Amendment 167
Eleonora Evi, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Paragraph 8

Draft opinion

8. Regrets, in this regard, the adoption of high conformity factors for NO_x emissions and urges the Commission to *review the conformity factors in 2017*;

Amendment

8. Regrets, in this regard, the adoption of high conformity factors for NO_x emissions and urges the Commission to *bring it down to 1 by the end of 2017*;

Or. en

Amendment 168
Eleonora Evi, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8. *Calls on the Commission to check the fitness of anti-particulate filters (DPF) in preserving urban air quality by quantifying the emission of ultrafine particles (i.e. $\leq 1 \mu\text{m}$) resulting from regeneration of DPF and to present a legislative proposal to address the problem whether appropriate;*

Or. en

Amendment 169
Keith Taylor

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. *Noting the absence of measures to enforce the emissions limits for NO_x set in legislation for "normal use" and the*

continued wide discrepancy of real driving emissions compared to the legal standard despite "Dieselgate" and the results of the EP inquiry, calls for Member States and local authorities to prohibit the sale and use of diesel passenger vehicles in their territory to protect public health and vulnerable citizens, while a prohibition would yield significant health benefits as the WHO recently classified diesel as a carcinogen, and diesel engines are major source of particulate matter;

Or. en

Amendment 170
Seb Dance

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. Calls for the establishment, in the upcoming regulation on the approval and market surveillance of motor vehicles, of an EU-wide remote sensing network to monitor the real world emissions of the car fleet and to identify excessively polluting vehicles in order to target in-service conformity checks and to trace cars that might be illegally modified with hardware (e.g. exhaust gas recirculation (EGR) switch-off plates, diesel particulate filter (DPF) or selective catalytic reduction (SCR) removal) or software (illegal chip tuning) modifications;

Or. en

Amendment 171
Annie Schreijer-Pierik

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. *Points out that, as a result of this, the transport sector takes up an unnecessarily large proportion of the permitted NO_x emissions which are to be allocated under the national emission ceilings, which unnecessarily both restricts the scope for industrial and agricultural production and damages the competitiveness of the European economy;*

Or. nl

Amendment 172
Damiano Zoffoli, Simona Bonafè, Karoline Graswander-Hainz

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. *Calls for the swift adoption of the 3rd and 4th real driving emissions (RDE) packages to complete the regulatory framework for the new type-approval procedure, and for the swift application of this framework;*

Or. en

Amendment 173
Merja Kyllönen, Kateřina Konečná

Draft opinion
Paragraph 9

Draft opinion

Amendment

9. Stresses that the aviation sector should contribute effectively to achieving

9. Stresses that the aviation sector should contribute effectively to achieving

the 2030 climate targets and the objectives of the Paris Agreement;

the 2030 climate targets and the objectives of the Paris Agreement **and hence contribute to the achievement of the Sustainable Development Goal (SDG) of Climate Action;**

Or. en

Amendment 174

Mireille D'Ornano, Jean-François Jalkh, Sylvie Goddyn

Draft opinion Paragraph 9

Draft opinion

9. Stresses that the aviation sector should contribute effectively to achieving the 2030 climate targets and the objectives of the Paris Agreement;

Amendment

9. Stresses that the aviation sector should contribute effectively to achieving the 2030 climate targets and the objectives of the Paris Agreement **within the International Civil Aviation Organisation, which can legitimately act to achieve those goals;**

Or. fr

Amendment 175

Mark Demesmaeker, Julie Girling

Draft opinion Paragraph 9

Draft opinion

9. Stresses that the aviation sector should contribute effectively to achieving the 2030 climate targets and the objectives of the Paris Agreement;

Amendment

9. Stresses that the aviation sector should contribute effectively **and fairly** to achieving the 2030 climate targets and the objectives of the Paris Agreement;

Or. en

Amendment 176

Miriam Dalli

Draft opinion
Paragraph 9

Draft opinion

9. Stresses that the aviation sector *should contribute effectively* to achieving the 2030 climate targets and the objectives of the Paris Agreement;

Amendment

9. Stresses that the aviation sector *must adequately contribute* to achieving the 2030 climate targets and the objectives of the Paris Agreement;

Or. en

Amendment 177
Mark Demesmaeker, Julie Girling

Draft opinion
Paragraph 9 a (new)

Draft opinion

Amendment

9a. *Considers that the agreement at ICAO on a global market-based measure is a significant step on the road to reducing the aviation sector's contribution to greenhouse gas emissions; notes that the agreement foresees a review every three years which should allow scope to make it more ambitious and robust;*

Or. en

Amendment 178
Mark Demesmaeker, Julie Girling

Draft opinion
Paragraph 10

Draft opinion

Amendment

10. *Considers the 2020 ICAO agreement inadequate, in particular the provision of carbon-neutral growth targets and its voluntary nature;*

deleted

Amendment 179

Françoise Grossetête, Angélique Delahaye

Draft opinion

Paragraph 10

Draft opinion

10. *Considers the 2020 ICAO agreement inadequate, in particular the provision of carbon-neutral growth targets and its voluntary nature;*

Amendment

10. *Welcomes the conclusion of the 2020 ICAO agreement, which lays down carbon-neutral growth targets and accordingly ought to make it possible to curb aviation sector emissions;*

Or. fr

Amendment 180

Ulrike Müller, Fredrick Federley, Gesine Meissner

Draft opinion

Paragraph 10

Draft opinion

10. *Considers the 2020 ICAO agreement inadequate, in particular the provision of carbon-neutral growth targets and its voluntary nature;*

Amendment

10. *Acknowledges the decision by the 39th Session of the ICAO Assembly to develop a global market-based measure (GMBM) scheme for international aviation; calls on the Commission to assess the decision, including the voluntary commitments and reservations made by states and to monitor the developments towards the implementation of the decision, including international implementation and the domestic implementation in the 67 states that intend to voluntarily participate in the GMBM; calls on the Commission to present an assessment in a timely a manner;*

Or. en

Amendment 181
Merja Kyllönen

Draft opinion
Paragraph 10

Draft opinion

10. Considers the 2020 ICAO agreement *inadequate, in particular the provision of carbon-neutral growth targets and its voluntary nature;*

Amendment

10. Considers the 2020 ICAO agreement, *given its voluntary nature, to be insufficient alone; urges therefore the speedy implementation of the Single European Sky, as the current fragmentation of European air space results in increased CO₂ emissions;*

Or. en

Amendment 182
Seb Dance

Draft opinion
Paragraph 10

Draft opinion

10. Considers the *2020 ICAO* agreement *inadequate*, in particular the provision of carbon-neutral growth targets and its voluntary nature;

Amendment

10. Considers the *ICAO CORSIA* agreement *insufficient to meet the Paris temperature goals*, in particular the provision of carbon-neutral growth targets and its voluntary nature;

Or. en

Amendment 183
Mireille D'Ornano, Jean-François Jalkh, Sylvie Goddyn

Draft opinion
Paragraph 10

Draft opinion

10. *Considers* the 2020 ICAO

Amendment

10. *Notes* the 2020 ICAO agreement

agreement *inadequate, in particular the provision* of carbon-neutral growth targets *and its voluntary nature*;

and takes the view that the voluntary nature of carbon-neutral growth targets *could be looked at in more detail within the ICAO*;

Or. fr

Amendment 184
Ulrike Müller, Gesine Meissner

Draft opinion
Paragraph 11

Draft opinion

Amendment

11. Expresses its disappointment at the new Commission proposal to continue with the limited geographical scope of the EU ETS for aviation;

deleted

Or. en

Amendment 185
Julie Girling

Draft opinion
Paragraph 11

Draft opinion

Amendment

11. Expresses its disappointment at the new Commission proposal to continue with the limited geographical scope of the EU ETS for aviation;

deleted

Or. en

Amendment 186
Mireille D'Ornano, Jean-François Jalkh, Sylvie Goddyn

Draft opinion
Paragraph 11

Draft opinion

11. ***Expresses its disappointment at*** the new Commission proposal to continue with the limited geographical scope of the EU ETS for aviation;

Amendment

11. ***Notes*** the new Commission proposal to continue with the limited geographical scope of the EU ETS for aviation, ***and takes the view that the International Civil Aviation Organisation is obviously competent to address these matters;***

Or. fr

Amendment 187

Françoise Grossetête, Angélique Delahaye

**Draft opinion
Paragraph 11**

Draft opinion

11. ***Expresses its disappointment at*** the new Commission proposal to continue with the limited geographical scope of the EU ETS for aviation;

Amendment

11. ***Notes*** the new Commission proposal to continue with the limited geographical scope of the EU ETS for aviation;

Or. fr

Amendment 188

Eleonora Evi, Piernicola Pedicini, Daniela Aiuto

**Draft opinion
Paragraph 11**

Draft opinion

11. Expresses its disappointment ***at the new Commission proposal to continue with the limited geographical scope*** of the EU ETS for aviation;

Amendment

11. Expresses its disappointment ***on the fact that, despite aviation has been partly integrated into the ETS, emissions from the sector are still raising showing the inadequacy*** of the market system to ***incentivize low emissions strategies;***

Or. en

Amendment 189

Seb Dance

Draft opinion

Paragraph 11

Draft opinion

11. Expresses its disappointment *at the new* Commission proposal to continue with the limited geographical scope of the EU ETS for aviation;

Amendment

11. Expresses its disappointment *that the* Commission proposal **2017/0017(COD) proposes** to continue with the limited geographical scope of the EU ETS for aviation;

Or. en

Amendment 190

Mark Demesmaeker, Julie Girling

Draft opinion

Paragraph 11 a (new)

Draft opinion

Amendment

11a. Recalls that beyond the global market-based measure, there are other ways for bringing down emissions, notably investments in greener technologies for manufacturing aircrafts; Notes that the EU's Clean Sky Initiative offers significant funding in this regard;

Or. en

Amendment 191

Bas Eickhout, Keith Taylor

Draft opinion

Paragraph 11 a (new)

Draft opinion

Amendment

11a. Considers that the EU should

implement CORSIA through the Union Emissions Trading System, while allowing for 50% of the journeys to be excluded provided that the destination is implementing CORSIA through national measures;

Or. en

Amendment 192

Mireille D'Ornano, Jean-François Jalkh, Sylvie Goddyn

Draft opinion

Paragraph 12

Draft opinion

12. Stresses the importance of *reinforcing the Single European Sky in order to reduce CO2 emissions;*

Amendment

12. Stresses the importance of *reducing CO2 emissions at international level as part of coordinated action by the countries that are members of the International Civil Aviation Organisation;*

Or. fr

Amendment 193

Nicola Caputo, Damiano Zoffoli

Draft opinion

Paragraph 12

Draft opinion

12. Stresses the importance of reinforcing the Single European Sky in order to reduce CO2 emissions;

Amendment

12. Stresses the importance of reinforcing the Single European Sky in order to reduce CO2 emissions; *calls on the Commission to maintain high innovation ambitions by encouraging research into the use of photovoltaics in the aviation sector (e.g. Solar Impulse 2) and into bio-methane and synthetic methane;*

Or. it

Amendment 194

Damiano Zoffoli, Karoline Graswander-Hainz, Simona Bonafè

Draft opinion

Paragraph 12

Draft opinion

12. Stresses the importance of reinforcing the Single European Sky in order to reduce CO₂ emissions;

Amendment

12. ***Calls for continued efforts to reduce the fragmentation of the European airspace; and stresses the importance of reinforcing the Single European Sky through the improvement of the performance of air traffic management, including improved trajectory management*** in order to reduce CO₂ emissions;

Or. en

Amendment 195

Mark Demesmaeker, Julie Girling

Draft opinion

Paragraph 12

Draft opinion

12. Stresses the importance of reinforcing the Single European Sky in order to reduce CO₂ emissions;

Amendment

12. Stresses the importance of reinforcing the Single European Sky in order to reduce CO₂ emissions ***and the role which SESAR can play, in terms of defragmenting airspace and modernising air traffic management, thereby reducing fuel use and allowing more direct and shorter journeys;***

Or. en

Amendment 196

Jens Gieseke

Draft opinion
Paragraph 12 a (new)

Draft opinion

Amendment

12a. Urges Member States to speed up the implementation of the Single European Sky, as current fragmentations are causing longer flight times, delays, extra-fuel burn and greater CO₂ emissions;

Or. en

Amendment 197
Damiano Zoffoli, Simona Bonafè

Draft opinion
Paragraph 12 a (new)

Draft opinion

Amendment

12a. Stresses the importance of continuing to boost research in this area in order to step up investment in technologies for the development of sustainable aviation – by promoting the design of lighter aircraft, the use of digital and satellite technology to support a more efficient management of flight routes, the production and use of alternative new-generation fuels, especially given that in this sector there are not many alternatives to traditional liquid fuels – including through the development of public-private partnerships; underlines, in this regard, the key role played by research programmes such as Clean Sky and SESAR and the need for their mandates to be extended;

Or. it

Amendment 198
Jens Gieseke

Draft opinion
Paragraph 12 a (new)

Draft opinion

Amendment

12a. Stresses that specific incentives for the deployment of sustainable alternative fuels should be given to transport modes where so far no alternative to liquid fuel exists (e.g. aviation, lorries and coaches); these incentives should be reflected in the recast of the Renewable Energy Directive as well as be included in Integrated National Energy and Climate Plans, as foreseen in the proposed Regulation on Governance of the Energy Union;

Or. en

Amendment 199
Marijana Petir

Draft opinion
Paragraph 12 a (new)

Draft opinion

Amendment

12a. Call on the Commission to propose a specific target of 5% bio-kerosene in aviation, to ensure that the sector contributes to the overall efforts of the decarbonisation of the European economy;

Or. en

Amendment 200
Damiano Zoffoli

Draft opinion
Paragraph 12 b (new)

Draft opinion

Amendment

12b. *Calls for action to be taken regarding short-haul flights, especially those using obsolete technology which is therefore responsible for high emissions; calls, wherever possible and convenient from an environmental perspective, for more sustainable means of transport to be promoted and for multimodal transport to be encouraged;*

Or. it

Amendment 201

Mireille D'Ornano, Jean-François Jalkh, Sylvie Goddyn

Draft opinion

Paragraph 13

Draft opinion

13. *Notes that the IMO fell short of delivering progress on the GHG emissions reduction target and measures and therefore urges that, in the absence of a comparable system operating under the IMO, CO₂ emissions emitted at Union ports and during voyages to and from Union ports shall be subject to the EU ETS from 2023;*

Amendment

13. *Takes note of the position of the IMO on GHG emissions reduction, and encourages the introduction of a system operating under the IMO with a view to progressively reducing CO₂ emissions emitted at international ports;*

Or. fr

Amendment 202

Françoise Grossetête, Angélique Delahaye

Draft opinion

Paragraph 13

Draft opinion

13. *Notes that the IMO fell short of delivering progress on the GHG emissions reduction target and measures and*

Amendment

13. *Regrets that the IMO fell short of delivering progress on the GHG emissions reduction target and measures and*

therefore *urges that, in the absence of a comparable system operating under the IMO, CO₂ emissions emitted at Union ports and during voyages to and from Union ports shall be subject to the EU ETS from 2023;*

therefore *calls for efforts and negotiations to be continued in order to bring about the global-level introduction of a system comparable to the EU ETS;*

Or. fr

Amendment 203

Eleonora Evi, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 13

Draft opinion

13. Notes that the IMO fell short of delivering progress on the GHG emissions reduction target and measures *and therefore urges that, in the absence of a comparable system operating under the IMO, CO₂ emissions emitted at Union ports and during voyages to and from Union ports shall be subject to the EU ETS from 2023;*

Amendment

13. Notes that the IMO fell short of delivering progress on the GHG emissions reduction target and measures; *urges the Commission to set up the conditions to promote use of alternative propellants like natural gas, LPG and hydrogen and to promote the integration of different modes (i.e. sails, batteries, solar panels, wind generators) in the maritime sector;*

Or. en

Amendment 204

Ulrike Müller

Draft opinion

Paragraph 13

Draft opinion

13. Notes that the *IMO fell short of delivering progress on the GHG emissions reduction target and measures and therefore urges* that, in the absence of a comparable system operating under the IMO, CO₂ emissions emitted at Union ports and during voyages to and from Union ports *shall* be subject to the EU ETS

Amendment

13. Notes that the *efforts to limit international maritime emissions through the IMO are not yet concluded and encourages the involved parties to present their proposal without delay; stresses, however,* that, in the absence of a comparable system operating under the IMO, CO₂ emissions emitted at Union

from 2023;

ports and during voyages to and from Union ports **could** be subject to the EU ETS from 2023;

Or. en

Amendment 205

Gesine Meissner

Draft opinion

Paragraph 13

Draft opinion

13. Notes that the **IMO fell short of delivering progress on the GHG emissions reduction target and measures and therefore urges** that, in the absence of a comparable system operating under the IMO, CO₂ emissions emitted at Union ports and during voyages to and from Union ports **shall** be subject to the EU ETS **from 2023**;

Amendment

13. Notes that the **efforts to limit international maritime emissions through the IMO are not yet concluded and encourages the involved parties to present their proposal without delay; stresses, however,** that, in the absence of a comparable system operating under the IMO, CO₂ emissions emitted at Union ports and during voyages to and from Union ports **could** be subject to the EU ETS;

Or. en

Amendment 206

Mark Demesmaecker, Julie Girling

Draft opinion

Paragraph 13

Draft opinion

13. **Notes that** the IMO **fell short of delivering progress on the GHG emissions reduction target and measures and therefore urges** that, in the absence of a comparable system operating under the IMO, CO₂ emissions emitted at Union ports and during voyages to and from Union ports shall be subject to the EU ETS from 2023;

Amendment

13. **Encourages** the IMO **to make greater progress towards developing a global market-based mechanism for reducing GHG emissions**; urges that, in the absence of a comparable system operating under the IMO, CO₂ emissions emitted at Union ports and during voyages to and from Union ports shall be subject to the EU ETS from 2023;

Amendment 207

Merja Kyllönen, Kateřina Konečná

Draft opinion

Paragraph 13 a (new)

Draft opinion

Amendment

13a. Notes that, in addition to an adequate distribution infrastructure for alternative maritime fuels, such as LNG, it is essential also to encourage the shipping sector to invest in vessels using low-emission energies; stresses that in this respect it is necessary to consider instruments at national and EU level for speeding up investment in green fleet;

Or. en

Amendment 208

Annie Schreijer-Pierik

Draft opinion

Paragraph 13 a (new)

Draft opinion

Amendment

13a. Observes that there is a serious danger of carbon leakage and investment leakage in international shipping because of the possibilities of ‘reflagging’ and that any possible EU measure should take maximum account of this risk and of the competitiveness of the EU’s ports;

Or. nl

Amendment 209

Karl-Heinz Florenz

Draft opinion
Paragraph 13 a (new)

Draft opinion

Amendment

13a. *Reminds Member States of the need to expand shore-side electricity for use by ships, in particular at berths located close to residential or business areas and at all cruise and ferry ports, as well as ports in the TEN-T core network;*

Or. de

Amendment 210
Mark Demesmaeker

Draft opinion
Paragraph 13 a (new)

Draft opinion

Amendment

13a. *Underscores the important role that combined transport can play in reducing emissions; notes the announcement of the Commission to modernise the Combined Transport Directive, which should incentivise a shift to transporting freight by rail and inland waterways;*

Or. en

Amendment 211
Marijana Petir

Draft opinion
Paragraph 13 a (new)

Draft opinion

Amendment

13a. *Call on the Commission to propose a specific target of 5% renewable fuels in maritime and inland waters transport, to ensure that the sector contributes to the*

overall efforts of the decarbonisation of the European economy;

Or. en

Amendment 212

Damiano Zoffoli, Simona Bonafè, Karoline Graswander-Hainz

Draft opinion

Paragraph 13 a (new)

Draft opinion

Amendment

13a. Welcomes the recent adoption by the IMO of a 0.5% global sulphur limit, which is expected to avoid 250000 premature deaths globally;

Or. en

Amendment 213

Mark Demesmaecker, Julie Girling

Draft opinion

Paragraph 13 b (new)

Draft opinion

Amendment

13b. Believes that additional measures are necessary to guarantee a climate friendly and efficient inland waterway transport sector; reiterates the importance of financial supportive measures to innovate the sector in order to increase the energy efficiency of ships and preserve the environment during infrastructure works;

Or. en

Amendment 214

Marijana Petir

Draft opinion
Paragraph 13 b (new)

Draft opinion

Amendment

13b. Calls for an ambitious incorporation obligation, of at least 15%, for all renewables in the transport sector, building upon the 10% target foreseen for 2020 and providing the necessary incentives for decarbonisation in this challenging sector;

Or. en

Amendment 215
Merja Kyllönen, Kateřina Konečná

Draft opinion
Paragraph 13 b (new)

Draft opinion

Amendment

13b. Reminds that reducing black carbon emissions of maritime transport, especially in the arctic region, is essential in reducing global warming;

Or. en

Amendment 216
Damiano Zoffoli, Karoline Graswander-Hainz, Simona Bonafè

Draft opinion
Paragraph 13 b (new)

Draft opinion

Amendment

13b. Supports the introduction of more sulphur emission control area and NOx emission control area across Europe;

Or. en

Amendment 217
Michel Dantin, Angélique Delahaye, Marijana Petir

Draft opinion
Paragraph 13 a (new)

Draft opinion

Amendment

13a. Underlines the fact that electric mobility solutions based on sustainable energy sources afford great potential for decarbonising transport; considers, however, that optimisation of the technology involved and large-scale provision of infrastructure facilities are unlikely before 2030; reiterates its call for technological innovations;

Or. fr

Amendment 218
Merja Kyllönen, Kateřina Konečná

Draft opinion
Paragraph 13 a (new)

Draft opinion

Amendment

13a. Recalls that the energy efficiency should be considered as the best alternative energy and thus all measures to improve the energy efficiency in a cost-effective way and to reduce the energy demand should be prioritised and promoted, and duly integrated into transport policy and European climate action;

Or. en

Amendment 219
Eleonora Evi, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Paragraph 14

Draft opinion

14. Calls for ***more stringent limits than those proposed in the recast of the Renewable Energy Directive in order to phase down first generation biofuels by 2030 and achieve long-term decarbonisation of the transport sector;***

Amendment

14. Calls for ***a fast phase out of first generation biofuels and any direct and indirect subsidy for fossil fuels by 2020;***

Or. en

Amendment 220

Jens Gieseke, Angélique Delahaye, Marijana Petir

**Draft opinion
Paragraph 14**

Draft opinion

14. Calls for ***more stringent limits than those proposed in the recast of the Renewable Energy Directive in order to phase down first generation biofuels by 2030 and achieve long-term decarbonisation of the transport sector;***

Amendment

14. Calls for ***maintaining the 7% cap on 1st generation biofuels, agreed in Directive (EU) 2015/1513, to provide market stability, investor certainty and to create the conditions for an ambitious and successful long-term decarbonisation of the transport sector;***

Or. en

Amendment 221

Michel Dantin

**Draft opinion
Paragraph 14**

Draft opinion

14. Calls for ***more stringent limits than those proposed in the recast of the Renewable Energy Directive in order to phase down first generation biofuels by 2030 and achieve long-term decarbonisation of the transport sector;***

Amendment

14. Calls for ***ambitious transport decarbonisation objectives to be pursued as part of the process of recasting the Renewable Energy Directive, drawing on all available technologies for the period 2020-2030;***

Amendment 222

Mireille D'Ornano, Jean-François Jalkh, Sylvie Goddyn

Draft opinion

Paragraph 14

Draft opinion

14. Calls for *more stringent limits than those proposed in the recast of the Renewable Energy Directive* in order to phase down first generation biofuels by 2030 and achieve long-term decarbonisation of the transport sector;

Amendment

14. Calls for *international action* in order to phase down first-generation biofuels by 2030 and achieve long-term decarbonisation of the transport sector;

Amendment 223

Mark Demesmaeker, Julie Girling

Draft opinion

Paragraph 14

Draft opinion

14. Calls for *more stringent limits* than those proposed in the recast of the Renewable Energy Directive in order to phase down first generation biofuels by 2030 and achieve long-term decarbonisation of the transport sector;

Amendment

14. Calls for *a more ambitious approach for renewables in transport* than those proposed in the recast of the Renewable Energy Directive in order to phase down first generation biofuels by 2030 and achieve long-term decarbonisation of the transport sector;

Amendment 224

Ulrike Müller, Fredrick Federley, Gesine Meissner

Draft opinion

Paragraph 14

Draft opinion

14. Calls for **more stringent limits than those** proposed in the recast of the Renewable Energy Directive in order to **phase down first generation biofuels by 2030 and** achieve long-term decarbonisation of the transport sector;

Amendment

14. Calls for **a more ambitious approach to increase the share of renewable energies in transport than** proposed in the recast of the Renewable Energy Directive in order to achieve long-term decarbonisation of the transport sector;

Or. en

Amendment 225

Ismail Ertug

Draft opinion

Paragraph 14

Draft opinion

14. Calls for more stringent limits than those proposed in the recast of the Renewable Energy Directive in order to phase down **first generation** biofuels by 2030 and achieve long-term decarbonisation of the transport sector;

Amendment

14. Calls for more stringent limits than those proposed in the recast of the Renewable Energy Directive in order to phase down biofuels **with low GHG-efficiency** by 2030 and achieve long-term decarbonisation of the transport sector;

Or. de

Amendment 226

Christofer Fjellner

Draft opinion

Paragraph 14

Draft opinion

14. Calls for **more stringent limits** than those proposed in the recast of the Renewable Energy Directive in order to **phase down first generation** biofuels **by 2030** and achieve long-term decarbonisation of the transport sector;

Amendment

14. Calls for **a more ambitious target for biofuels** than those proposed in the recast of the Renewable Energy Directive in order to **increase the share of** biofuels and achieve long-term decarbonisation of the transport sector;

Amendment 227

Jens Gieseke, Massimiliano Salini, Elisabetta Gardini

Draft opinion

Paragraph 14

Draft opinion

14. Calls for *more stringent limits than those* proposed in the recast of the Renewable Energy Directive in order to *phase down first generation biofuels by 2030 and* achieve long-term decarbonisation of the transport sector;

Amendment

14. Calls for *a more ambitious approach in the transport sector than* proposed in the recast of the Renewable Energy Directive in order to achieve long-term decarbonisation of the transport sector;

Or. en

Amendment 228

Herbert Dorfmann

Draft opinion

Paragraph 14 a (new)

Draft opinion

Amendment

14a. Calls on the Commission to promote the production of hydrogen from renewable energy sources and in particular to enhance its ability to stabilise the electricity network in production, and to speed up its diverse uses in the area of mobility;

Or. de

Amendment 229

Eleonora Evi, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 15

Draft opinion

Amendment

15. Invites the Commission to favour biofuels with high GHG-efficiency, while taking into account indirect land use change and ensuring that existing investments are protected;

deleted

Or. en

Amendment 230

Michel Dantin, Angélique Delahaye, Marijana Petir

Draft opinion

Paragraph 15

Draft opinion

Amendment

15. Invites the Commission to favour biofuels with **high** GHG-efficiency, while taking into account indirect land use change and ensuring that existing investments are protected;

15. Invites the Commission to favour biofuels with **maximum** GHG-efficiency, while taking into account indirect land use change and ensuring that existing investments are protected; ***invites the Commission also to take account of the climate benefits of EU agricultural production in connection with biofuels, in terms of reducing production emissions and emissions resulting from large-scale animal-protein imports from non-EU countries, together with its environmental benefits such as crop rotation, which promotes soil enrichment, by way of Common Agricultural Policy agri-environment measures, this being entirely consistent with the circular economy model advocated by the EU;***

Or. fr

Amendment 231

Ulrike Müller, Nils Torvalds, Anneli Jäätteenmäki, Fredrick Federley, Gesine Meissner

Draft opinion

Paragraph 15

Draft opinion

15. **Invites** the Commission to favour biofuels with high GHG-efficiency, while taking into account indirect land use change and ensuring that existing investments are protected;

Amendment

15. **Reiterates its call on** the Commission to favour biofuels with high GHG-efficiency **based on best available scientific evidence**, while **respecting the principle of technology neutrality**, taking into account indirect land use change and ensuring that existing investments are protected **in order to create a long-term perspective for investments in sustainable biofuels**;

Or. en

Amendment 232

Daciana Octavia Sârbu

Draft opinion

Paragraph 15

Draft opinion

15. Invites the Commission to favour biofuels with high GHG-efficiency, while taking into account indirect land use change and ensuring that existing investments are protected;

Amendment

15. Invites the Commission to favour biofuels with high GHG-efficiency, while taking into account indirect land use change and ensuring that existing investments are protected; **calls on the Commission to continue its work to address indirect land use change associated with biofuels and to support improvements in statistical modelling of indirect land use change**;

Or. en

Amendment 233

Merja Kyllönen

Draft opinion

Paragraph 15

Draft opinion

15. Invites the Commission to favour biofuels with high GHG-efficiency, while taking into account indirect land use change and ensuring that existing investments are protected;

Amendment

15. Invites the Commission to favour biofuels with high GHG-efficiency, while taking into account indirect land use change and ***the objectives of EU biodiversity strategy and*** ensuring that existing investments are protected; ***calls the phase out of the fossil fuel subsidies to facilitate the transition to the low carbon economy;***

Or. en

Amendment 234
Christofer Fjellner

Draft opinion
Paragraph 15

Draft opinion

15. Invites the Commission to favour biofuels with high GHG-efficiency, while taking into account ***indirect land use change and ensuring that existing investments are protected;***

Amendment

15. Invites the Commission to favour biofuels with high GHG-efficiency, while taking into account ***that the life cycle assessment of biofuels sufficiently accounts for their environmental footprint and climate benefits;***

Or. en

Amendment 235
Julie Girling

Draft opinion
Paragraph 15

Draft opinion

15. Invites the Commission to favour biofuels with high GHG-efficiency, ***while taking into account*** indirect land use change and ensuring that existing investments are protected;

Amendment

15. Invites the Commission to favour biofuels with high GHG-efficiency ***and low risk of*** indirect land use change and ensuring that existing investments are protected;

Amendment 236

Jens Gieseke

Draft opinion

Paragraph 15

Draft opinion

15. Invites the Commission to favour biofuels with high GHG-efficiency, **while taking into account** indirect land use change and ensuring that existing investments are protected;

Amendment

15. Invites the Commission to favour biofuels with high GHG-efficiency **and low risk of** indirect land use change and ensuring that existing investments are protected;

Or. en

Amendment 237

Ulrike Müller, Nils Torvalds, Anneli Jäätteenmäki, Fredrick Federley

Draft opinion

Paragraph 15 a (new)

Draft opinion

Amendment

15a. Welcomes, in this context, the Commission's proposal to strengthen the GHG savings requirements for biofuels to ensure that they continue to deliver on the EU climate goals;

Or. en

Amendment 238

Christofer Fjellner

Draft opinion

Paragraph 16

Draft opinion

Amendment

16. Encourages greater market

16. Encourages greater market

penetration of *those advanced* biofuels which *comply with the principle of cascading use and waste hierarchy and which respect strong environmental and social sustainability criteria in order to avoid the same issues that occurred with first-generation biofuels*;

penetration of *sustainable* biofuels which *contribute to greenhouse gas emission reductions*;

Or. en

Amendment 239

Ulrike Müller, Fredrick Federley, Gesine Meissner

Draft opinion Paragraph 16

Draft opinion

16. Encourages greater market penetration of those *advanced biofuels* which comply with *the principle of cascading use and waste hierarchy* and which respect strong environmental and social sustainability criteria in order to *avoid the same issues that occurred with first-generation biofuels*;

Amendment

16. Encourages greater market penetration of those *biofuels, both conventional and advanced*, which comply with *high GHG savings, a low risk of indirect land use change and with the most efficient use of resources from an overall life-cycle perspective ("well-to-wheel")* and which respect strong environmental and social sustainability criteria in order to *further reduce fossil fuel use and GHG emissions*;

Or. en

Amendment 240

Eleonora Evi, Piernicola Pedicini, Daniela Aiuto

Draft opinion Paragraph 16

Draft opinion

16. Encourages *greater market penetration of those* advanced biofuels which comply with the principle of cascading use and waste hierarchy *and which respect strong environmental and*

Amendment

16. Encourages *the use of* advanced biofuels which comply with the principle of cascading use and waste hierarchy *as transition toward zero emissions transport modes*;

social sustainability criteria in order to avoid the same issues that occurred with first-generation biofuels;

Or. en

Amendment 241

Julie Girling

Draft opinion

Paragraph 16

Draft opinion

16. Encourages greater market penetration of those *advanced* biofuels *which comply with the principle of cascading use and* waste hierarchy and which respect strong environmental and social sustainability criteria in order to *avoid the same issues that occurred with first-generation biofuels;*

Amendment

16. Encourages greater market penetration of those *sustainable* biofuels *with high GHG savings and low risk of indirect land use change, as well as advanced biofuels which comply with the* waste hierarchy and which respect strong environmental and social sustainability criteria in order to *further reduce fossil fuel use and GHG emissions;*

Or. en

Amendment 242

Jens Gieseke, Angélique Delahaye

Draft opinion

Paragraph 16

Draft opinion

16. Encourages greater market penetration of those *advanced* biofuels *which comply with the principle of cascading use and* waste hierarchy and which respect strong environmental and social sustainability criteria in order to *avoid the same issues that occurred with first-generation biofuels;*

Amendment

16. Encourages greater market penetration of those *crop based* biofuels *with high GHG savings and low risk of indirect land use change as well as advanced biofuels which comply with the* waste hierarchy and which respect strong environmental and social sustainability criteria in order to *further reduce fossil fuel use and GHG emissions;*

Or. en

Amendment 243

Merja Kyllönen, Kateřina Konečná

Draft opinion

Paragraph 16

Draft opinion

16. Encourages greater market penetration of those advanced biofuels which comply with the principle of cascading use and waste hierarchy and which respect strong environmental and social sustainability criteria in order to avoid the same issues that occurred with first-generation biofuels;

Amendment

16. Encourages greater market penetration of those advanced biofuels which comply with the principle of cascading use and waste hierarchy **as part of the circular economy** and which respect strong environmental and social sustainability criteria in order to avoid the same issues that occurred with first-generation biofuels;

Or. en

Amendment 244

Jens Gieseke, Massimiliano Salini, Elisabetta Gardini

Draft opinion

Paragraph 16

Draft opinion

16. Encourages greater market penetration of those **advanced** biofuels **which comply with the principle of cascading use and** waste hierarchy and which respect strong environmental and social sustainability criteria in order to **avoid the same issues that occurred with first-generation biofuels**;

Amendment

16. Encourages greater market penetration of those **sustainable crop-based** biofuels **as well as advanced biofuels which comply with the** waste hierarchy and which respect strong environmental and social sustainability criteria in order to **contribute to the reduction of GHG emissions in the transport sector**;

Or. en

Amendment 245

Ulrike Müller, Fredrick Federley, Gesine Meissner

Draft opinion
Paragraph 16 a (new)

Draft opinion

Amendment

16a. *Stresses in this regard that the life-cycle assessment of biofuels should take into consideration their role to play in the circular economy, which includes inter alia the supply of high-protein animal feed that is chronically short in the EU and otherwise would have to be imported;*

Or. en

Amendment 246

Ulrike Müller, Nils Torvalds, Anneli Jäätteenmäki, Fredrick Federley, Gesine Meissner

Draft opinion
Paragraph 16 b (new)

Draft opinion

Amendment

16b. *Recalls that 94% of European transport relies on oil products and believes that sustainable domestic biofuels reduce the fossil fuel import dependency, thus strengthening EU energy security;*

Or. en

Amendment 247

Ulrike Müller, Nils Torvalds, Fredrick Federley

Draft opinion
Paragraph 16 c (new)

Draft opinion

Amendment

16c. *Urges the Commission to come forward with a report on how to improve the monitoring and enforcement of these provisions with regards to imports from third countries and if appropriate propose accompanying legal measures no later*

than 2019;

Or. en

Amendment 248

Ismail Ertug

Draft opinion

Paragraph 17

Draft opinion

Amendment

17. Stresses that crop-based biofuels should not count towards Member States' climate targets under the Effort Sharing Regulation;

deleted

Or. de

Amendment 249

Julie Girling

Draft opinion

Paragraph 17

Draft opinion

Amendment

17. Stresses that crop-based biofuels should not count towards Member States' climate targets under the Effort Sharing Regulation;

deleted

Or. en

Amendment 250

Jens Gieseke, Angélique Delahaye

Draft opinion

Paragraph 17

Draft opinion

Amendment

17. Stresses that crop-based biofuels

deleted

should not count towards Member States' climate targets under the Effort Sharing Regulation;

Or. en

Amendment 251
Michel Dantin, Marijana Petir

Draft opinion
Paragraph 17

Draft opinion

17. Stresses that crop-based biofuels *should not count towards* Member States' climate targets under the Effort Sharing Regulation;

Amendment

17. Stresses that crop-based biofuels *account for only 3% of EU farmland and, according to Commission figures, have not led to food price rises; adds that, according to the Globiom study, most European crops for first-generation biofuels (e.g. wheat, maize, sugar, rapeseed and sunflower) have an ILUC effect similar or close to that of advanced biofuels; points out that vegetable oil is a coproduct of crop growing in addition to protein meal for animal feed; notes that the EU is dependent on non-EU countries for 70% of animal protein imports and that most of that production volume comes from GMO soya crops; considers that biofuels the production of which results in deforestation or peatland drainage, such as palm oil or soya oil, should be excluded from* Member States' climate targets under the Effort Sharing Regulation;

Or. fr

Amendment 252
Ulrike Müller, Nils Torvalds, Fredrick Federley, Gesine Meissner

Draft opinion
Paragraph 17

Draft opinion

17. Stresses *that crop-based biofuels should not count towards Member States' climate targets* under the *Effort Sharing Regulation*;

Amendment

17. Stresses *the importance of robust and credible accounting of emissions and removals resulting from bioenergy* under the *LULUCF Regulation*;

Or. en

Amendment 253
Christofer Fjellner

Draft opinion
Paragraph 17

Draft opinion

17. Stresses that *crop-based biofuels should not* count towards Member States' climate targets under the *Effort Sharing Regulation*;

Amendment

17. Stresses that *any sustainable biofuel with a greenhouse gas savings performance that reduce overall life cycle emissions should* count towards Member States' climate targets under the *Effort Sharing Regulation*;

Or. en

Amendment 254
Miriam Dalli

Draft opinion
Paragraph 17

Draft opinion

17. Stresses that crop-based biofuels *should not* count towards Member States' climate targets under the *Effort Sharing Regulation*;

Amendment

17. Stresses that *only* crop-based biofuels *that comply with sustainability criteria should* count towards Member States' climate targets under the *Effort Sharing Regulation*;

Or. en

Amendment 255
Eleonora Evi, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Paragraph 17

Draft opinion

17. Stresses that crop-based biofuels should not count towards Member States' climate targets under the Effort Sharing Regulation;

Amendment

17. Stresses that crop-based biofuels, ***including palm oil***, should not count towards Member States' climate targets under the Effort Sharing Regulation;

Or. en

Amendment 256
Damiano Zoffoli, Simona Bonafè, Karoline Graswander-Hainz

Draft opinion
Paragraph 17

Draft opinion

17. Stresses that crop-based biofuels should not count towards Member States' climate targets under the Effort Sharing Regulation;

Amendment

17. Stresses that crop-based biofuels should not count ***as zero emissions*** towards Member States' climate targets under the Effort Sharing Regulation;

Or. en

Amendment 257
Elisabetta Gardini, Massimiliano Salini

Draft opinion
Paragraph 17

Draft opinion

17. Stresses that crop-based biofuels should ***not*** count towards Member States' climate targets under the Effort Sharing Regulation;

Amendment

17. Stresses that ***sustainable*** crop-based biofuels should count towards Member States' climate targets under the Effort Sharing Regulation;

Or. en

Amendment 258
Kateřina Konečná, Merja Kyllönen

Draft opinion
Paragraph 17 a (new)

Draft opinion

Amendment

17a. Calls on the Commission to take measures to phase out the use of vegetable oils, that drive deforestation, including palm oil as a component of biofuels as soon as possible but at latest by 2020 and to take account of all the CO₂ emissions generated by the production, processing and transport of palm oil;

Or. en

Amendment 259
Julie Girling

Draft opinion
Paragraph 17 a (new)

Draft opinion

Amendment

17a. Calls for the contribution of transport fuels from palm oil and its derivatives to the share of renewables to be limited to those respecting effective sustainability criteria;

Or. en

Amendment 260
Merja Kyllönen, Kateřina Konečná

Draft opinion
Paragraph 18

Draft opinion

18. Underlines the role that natural gas, in particular bio-methane and synthetic methane, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs.

Amendment

18. Underlines the role that natural gas, in particular bio-methane and synthetic methane, ***in short term*** could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs; ***reminds that when discussing liquefied natural gas (LNG) it is also necessary to ensure that there is an infrastructure for liquefied biogas (LBG), to promote its adoption and to ensure that its systems are interoperable.***

Or. en

Amendment 261
Mairead McGuinness

Draft opinion
Paragraph 18

Draft opinion

18. Underlines the role that natural gas, in particular bio-methane and synthetic methane, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs.

Amendment

18. Underlines the role that natural gas, in particular bio-methane and synthetic methane, ***and alternative fuels as defined in Article 2 of Directive 2014/94/EU on the deployment of alternative fuels infrastructure***, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs.

Or. en

Amendment 262
Eleonora Evi, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Paragraph 18

Draft opinion

18. Underlines the role that natural gas, in particular bio-methane **and synthetic methane**, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs.

Amendment

18. Underlines the role that natural gas, in particular bio-methane, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs. **recalls on that regard the provisions laid down in Directive 2014/94/EU for the deployment of alternative fuels infrastructure such as natural gas.**

Or. en

Amendment 263
Annie Schreijer-Pierik

Draft opinion
Paragraph 18

Draft opinion

18. Underlines the role that natural gas, in particular bio-methane and synthetic methane, **could** play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs.

Amendment

18. Underlines the **essential** role that natural gas, in particular **liquefied natural gas (LNG)^{1a}, methanol^{2a}, and also** bio-methane and synthetic methane, **must** play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs.

^{1a} **Moirangthem K. & Baxter, D. (ed.) (2016). *Alternative Fuels for Marine and Inland Waterways. An exploratory study. Report EUR 27770 EN; JRC 100405. EC JRC Institute for Energy and Transport Petten.***

http://publications.jrc.ec.europa.eu/repository/bitstream/JRC100405/inland%20and%20marine%20waterways%20exploratory%20work%20on%20alternative%20fuels%20kamaljit%20moirangthem_final.pdf

^{2a} **Ibidem.**

Amendment 264

Jens Gieseke, Massimiliano Salini, Elisabetta Gardini

Draft opinion

Paragraph 18

Draft opinion

18. Underlines the role that natural gas, *in particular bio-methane and synthetic methane*, could play in the transition towards the decarbonisation of the transport sector, *especially with regard to shipping, aviation and HDVs*.

Amendment

18. Underlines the role that natural gas (*e.g. CNG, LNG*), bio-methane, synthetic methane *and GPL*, could play in the transition towards the decarbonisation of the transport sector.

Or. en

Amendment 265

Kateřina Konečná, Merja Kyllönen

Draft opinion

Paragraph 18

Draft opinion

18. Underlines the role that natural gas, *in particular bio-methane* and synthetic methane, could play in the transition towards the decarbonisation of the transport sector, *especially with regard to shipping, aviation and HDVs*.

Amendment

18. Underlines the role that natural gas (*e.g. CNG, LNG*) *bio* and synthetic methane, could play in the transition towards the decarbonisation of the transport sector

Or. en

Amendment 266

Francesc Gambús

Draft opinion

Paragraph 18

Draft opinion

18. Underlines the role that natural gas, **in particular** bio-methane and synthetic methane, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and **HDVs**.

Amendment

18. Underlines the role that natural gas, bio-methane and synthetic methane **include**, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and **HDV and city buses**.

Or. en

Amendment 267

Ulrike Müller, Anneli Jäätteenmäki, Fredrick Federley, Gesine Meissner

**Draft opinion
Paragraph 18**

Draft opinion

18. Underlines the role that natural gas, in particular **bio-methane** and synthetic methane, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs.

Amendment

18. Underlines the role that natural gas (**e.g. CNG and LNG**) **and** in particular **bio-** and synthetic methane could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs;

Or. en

Amendment 268

Françoise Grossetête

**Draft opinion
Paragraph 18**

Draft opinion

18. Underlines the role that natural gas, in particular bio-methane **and** synthetic methane, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs.

Amendment

18. Underlines the role that natural gas, in particular bio-methane, synthetic methane **and LPG**, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, aviation and HDVs.

Amendment 269
Miriam Dalli

Draft opinion
Paragraph 18

Draft opinion

18. Underlines the role that natural gas, in particular bio-methane and synthetic methane, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping, *aviation* and HDVs.

Amendment

18. Underlines the role that natural gas, in particular bio-methane and synthetic methane, could play in the transition towards the decarbonisation of the transport sector, especially with regard to shipping and HDVs.

Or. en

Amendment 270
Seb Dance

Draft opinion
Paragraph 18 a (new)

Draft opinion

Amendment

18a. Calls on the Commission to review the Clean Power for Transport Directive (2014/94/EU) and to come forward with a draft regulation on CO₂ standards for the car fleets coming onto the market from 2025 onwards, with the inclusion of Zero-Emission Vehicles (ZEV) and ULEV mandates that impose a stepwise increasing share of zero- and ultra-low-emission vehicles in the total fleet with the aim of phasing out new CO₂-emitting cars by 2035;

Or. en

Amendment 271
Ulrike Müller, Anneli Jäätteenmäki, Fredrick Federley, Gesine Meissner

Draft opinion
Paragraph 18 a (new)

Draft opinion

Amendment

18a. Stresses that synthetic fuels (liquid and gaseous) derived from surplus renewable energies, in particular solar- and wind-energy at peak production that otherwise would be wasted, could contribute to reducing GHG emissions of the existing fleets from a life-cycle perspective while also increasing the renewable energy yield;

Or. en

Amendment 272
Karl-Heinz Florenz

Draft opinion
Paragraph 18 a (new)

Draft opinion

Amendment

18a. Calls on the Commission and Member States to make use of the potential offered by digitalisation (e.g. modern, digitally supported transport technologies) when drawing up new transport and mobility concepts, in order to optimise transport operations;

Or. de

Amendment 273
Annie Schreijer-Pierik

Draft opinion
Paragraph 18 a (new)

Draft opinion

Amendment

18a. Calls on the Commission and Member States, in the context of the

circular economy, policy on emissions and climate, and the Union's renewable energy targets, to increase and fully support the production of green biogas by means of manure processing;

Or. nl

Amendment 274

Merja Kyllönen, Kateřina Konečná

Draft opinion

Paragraph 18 a (new)

Draft opinion

Amendment

18a. Calls on the Commission to follow closely the development regarding the hydrogen technology and commit to a feasibility study concerning the role and possibilities of hydrogen in European transport system;

Or. en

Amendment 275

Carlos Zorrinho

Draft opinion

Paragraph 18 a (new)

Draft opinion

Amendment

18a. Calls for an increasing share of renewable electricity in the electrification of transport;

Or. en

Amendment 276

Merja Kyllönen

Draft opinion
Paragraph 18 b (new)

Draft opinion

Amendment

18b. *Stresses the importance of exchanging best practices and lessons learned in the sector of low-emission mobility among the Member States and requests the Commission to provide platforms for such activities; stresses also that research and development activities play an essential role in the development of low-emission mobility; calls on the Commission to provide research and vehicle technology development funding for low-emission mobility and urges the Member States to make use of the available funding and ensure that SMEs can also take advantage of research and development funding;*

Or. en

Amendment 277

Ulrike Müller, Nils Torvalds, Anneli Jäätteenmäki, Fredrick Federley, Gesine Meissner

Draft opinion
Paragraph 18 b (new)

Draft opinion

Amendment

18b. *Welcomes the fact that EU businesses are currently world technology leaders in synthetic fuels technologies and sees this as a chance to strengthen economic growth and high-quality employment in the EU; therefore stresses the importance of creating a framework that encourages the further development and roll-out of such technologies;*

Or. en

Amendment 278
Annie Schreijer-Pierik

Draft opinion
Paragraph 18 b (new)

Draft opinion

Amendment

18b. Calls on the Commission and Member States to support the positive opportunities afforded by liquefied natural gas (LNG) for the purpose of rendering mobility, the economy and employment sustainable^{1a};

^{1a} European Parliament Resolution of 25 October 2016 on EU strategy for liquefied natural gas and gas storage (2016/2059(INI)).

Or. nl

Amendment 279
Carlos Zorrinho

Draft opinion
Paragraph 18 b (new)

Draft opinion

Amendment

18b. Considers that the promotion of guarantees of origin could lead to an important increase in the share of renewable energy in transport.

Or. en

Amendment 280
Carlos Zorrinho

Draft opinion
Paragraph 18 c (new)

Draft opinion

Amendment

18c. Calls for the deployment of smart charging infrastructure and incentives for company fleets to choose electric cars from renewable energy.

Or. en