



2018/2023(INI)

17.8.2018

OPINION

of the Committee on the Environment, Public Health and Food Safety

for the Committee on Transport and Tourism

on deployment of infrastructure for alternative fuels in the European Union:
Time to act!
(2018/2023(INI))

Rapporteur for opinion: Christel Schaldemose

PA_NonLeg

SUGGESTIONS

The Committee on the Environment, Public Health and Food Safety calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

1. Welcomes the Action Plan on Alternative Fuels Infrastructure; recalls that transport is one of Europe's main sources of carbon emissions and the only sector in which emissions are still rising; highlights that further coordination at local, regional and EU level in all policy areas linked to alternative fuels infrastructure is needed in order to ensure continued European competitiveness with regard to knowledge, technology and market share; underlines the objective of deploying an adequate infrastructure network for alternative fuels with a view to achieving the total decarbonisation of the transport sector by 2050; calls on the Commission in this regard to propose a roadmap for the next five years outlining the common policy framework and common goals for all Member States;
2. Urges Member States to ensure the rapid deployment of and further funding for sufficient alternative fuels infrastructure and fast and ultra-fast charging solutions along the TEN-T Core and Comprehensive networks, including in urban and rural areas, by further developing and implementing ambitious and coherent national policy frameworks; underlines that the availability and accessibility of private and public charging and refuelling infrastructure is crucial for increasing consumer acceptance of alternative fuels vehicles; believes that priority should be given to the solutions with the greatest potential for reducing emissions over the whole life-cycle of a vehicle, taking into account the principle of technological neutrality;
3. Calls on the Member States to pay due regard to the principles enshrined in the TEN-T Core and Comprehensive networks and in the common transport policy when drafting their national policy frameworks;
4. Urges those Member States whose national strategic frameworks are predominantly concentrated on natural gas to reconsider this choice, which is at odds with the electromobility-oriented scenario that is emerging in Europe and which ultimately does not help accelerate the reduction of emissions in the transport sector in the long run; calls on those Member States to redirect their national strategic frameworks towards electricity produced from renewable sources, synthetic methane from electricity, biogas and biomethane;
5. Underlines the importance of sustainable urban planning, shifting from private use to shared and public use of transport, and of investing in the deployment of alternative fuels infrastructure in public transport services, in particular for the uptake of electric buses, which represented only 10 % of all new buses purchased in Europe in 2017;
6. Calls for priority to be given to fast and ultra-fast charging solutions in ring roads, parking spaces and main streets in densely populated urban areas; believes that for this purpose cooperation and coordination between local authorities, power distribution companies and private investors should be reinforced;
7. Supports electrified roads that allow electric vehicles to charge as they drive; calls for

their wider development, at least along the TEN-T Core and Comprehensive network roads; believes that electrified roads could be a solution making it possible to reduce battery size and, consequently, the prices of new vehicles;

8. Notes with concern that the level of ambition and the degree of fulfilment of national policy frameworks differ profoundly between Member States and that the overall development of alternative fuels infrastructures, including electrical charging infrastructure, is falling behind; deplores the fact that only eight Member States fully meet the National Policy Framework requirements set out in Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure¹, and that two Member States failed to submit their National Policy Framework in accordance with the deadlines set out in Article 3 of the directive; highlights in this regard that the National Policy Frameworks are essential for the purpose of attracting private partners to finance charging infrastructure; therefore invites the Commission to consider introducing binding national targets as well as regular national reporting in order to ensure the development of a backbone infrastructure for alternative fuels along the TEN-T network by 2025;
9. Stresses that Member States should be set concrete, binding and enforceable targets for the distribution network for alternative fuels that reflect both the actual and the planned market penetration of vehicles running on such fuels;
10. Regrets that fuels of fossil origin, such as natural gas and liquefied petroleum gas, are still considered as alternative fuels under Directive 2014/94/EU, thus undermining the Union's objective of decarbonising the transport sector by mid-century;
11. Calls on the Commission to conduct a detailed analysis of the various national policy frameworks and to take account of successful national and regional measures in its recommendations to other Member States;
12. Calls on the Commission to come forward with sustainability criteria for hydrogen and synthetic fuels, based on life-cycle emissions that take into account the upstream emissions of electricity production required for all production processes and their impact on water demand and land use;
13. Encourages Member States to step up the provision of charging points for electric vehicles that are accessible to the public in urban and suburban areas;
14. Believes that the development of electric vehicle charging infrastructure should be encouraged as a matter of priority wherever air quality is poor, and that information on measures taken or planned to encourage electro-mobility should be reported in the air quality plans;
15. Calls for continuous investment in research and innovation in order to further combine renewable energy sources and sustainable modes of transport, with the aim of attaining net zero-emission mobility by mid-century;
16. Notes that electric vehicle owners most frequently charge their vehicles at home or at

¹ OJ L 307, 28.10.2014, p. 1.

work; underlines the need for comprehensive and interoperable private and shared public charging infrastructure for electric vehicles and bicycles at home and in the workplace, as well as on the basis of an obligation to provide such charging infrastructure at service stations located on long-distance routes; takes account of the need for both public and private investment in order to achieve optimal coverage; emphasises in this regard the need to install sufficient charging infrastructure in both new and existing buildings; notes that increased dissemination of information and the involvement of the private sector are critical to achieving the proposed targets;

17. Notes with concern that in 2017 there were only 19 Battery Electric Vehicles and 25 Plug-in Hybrid Electric Vehicles available for purchase in Europe, compared to over 417 vehicle models available to European customers with petrol and diesel internal combustion engines¹;
18. Stresses that without an adequate distribution network the use of alternative fuels cannot be increased; stresses the need for distribution obligations in order to reduce uncertainty about the extent of the infrastructure;
19. Calls on the Commission to draw up a regulation on roaming on alternative publicly accessible fuels infrastructure, at least in the TEN-T network;
20. Notes that the national plans submitted to the Commission as part of the implementation of Directive 2014/94/EU show that the current number of recharging points available in the Union is sufficient for the number of EVs on the road, based on the Commission's recommendation of one recharging point for every 10 EVs;
21. Notes too that national plans for rollout of public charging infrastructures by 2020 EU-wide are also expected to keep pace with the anticipated growth in the number of vehicles, and that there will also be sufficient fast chargers alongside the principal highway routes, with at least one fast recharger every 40 km;
22. Stresses that from 2020 onwards there will need to be significant further investment, beyond existing plans, to match the number of EVs expected to be on the road, and that EU funding will be important, particularly in less developed markets;
23. Stresses that more emphasis on smart charging solutions is needed; notes that this can be achieved by ensuring that requirements in private and shared public charging infrastructure go further than the minimum provisions outlined in the revision of Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings²; stresses that insufficient recharging infrastructure is one of the main barriers to implementing sustainable transport in the EU;
24. Stresses that since it is not possible for all users to charge electric vehicles at home, it is necessary to come up with integrated solutions for residential and non-residential buildings and to combine charging facilities with other existing infrastructure, such as

¹ Availability and Affordability of ZEVs Interim Report, Element Energy, October 2017

² OJ L 153, 18.6.2010, p. 13.

lampposts;

25. Notes that growth in the market for electric vehicles will increase demand for electricity on the grid, but that, according to the European Environment Agency (EEA), having an 80 % electrified fleet in 2050 will result in, on average, only a 10 % increase in electricity demand in the EU;
26. Considers that in urban areas charging infrastructure should be made available for all types of vehicles, including shared vehicles, electric vans, electric bicycles and motorised two-wheelers;
27. Emphasises the improvements which will arise from shore-side electricity in terms of reduced CO₂ emissions, less noise pollution, improved air quality and other environmental benefits; calls on the Commission and the Member States to create policy-based incentives for the development of shore-side electricity supply at both inland and maritime ports with the aim of reducing emissions from transport powered by fossil fuels; encourages in this regard Member States to develop integrated plans for the rapid deployment of all-electric ferries; notes that complementary national regulations will be needed to ensure that berthed ships are obliged to use any clean on-shore power available; encourages furthermore the provision of increased financial support for the development of shore-side electricity supply at both inland and maritime ports, as high costs hamper its economic feasibility; stresses the opportunities offered by the Connecting Europe Facility (CEF) for supporting further developments in this field;
28. Regrets the excessively slow progress in the deployment of alternative fuels infrastructure and the availability of vehicles powered by alternative fuels, and calls on manufacturers to step up efforts in this regard;
29. Calls on the Member States to review their energy taxation frameworks in order to facilitate and incentivise the uptake of alternative fuels and to remove burdensome taxation on electricity used to generate alternative fuels, including power-to-gas, as storage for intermittent renewable energies;
30. Encourages the provision of clean power supply at airports (for use in stationary planes as well as for mobile equipment at airports) in order to cut kerosene consumption, improve air quality, and reduce climate change impact and noise pollution;
31. Notes that one cruise ship with an auxiliary load of 4.6 MW is likely to burn more than 700 litres of fuel per hour, exceeding the equivalent of 688 lorries running their engines;
32. Encourages European car manufacturers to increase investment in developing ultra-low emission vehicles as one of the ways to accelerate their uptake on the EU market; calls on the Commission, the Member States and the automotive industry to further develop the offer of alternatively fuelled light and heavy-duty vehicles, such as by supporting ambitious average emissions reduction targets to be reached by 2025 or 2030 for the EU-wide fleets of new passenger cars, light commercial vehicles and heavy-duty vehicles;
33. Calls on the co-legislators to determine the timeline, the right system of incentives and the level of ambition for the share of low and zero-emission vehicles in the total EU

fleet with the aim of achieving total decarbonisation of the transport sector by 2050; considers that this is necessary in order to create investment certainty for the market in alternatively fuelled vehicles and accelerate the deployment of sufficient accompanying infrastructure; recognises that the challenges associated with transition towards sustainable transport are created throughout the supply chain;

34. Encourages the Member States to step up the deployment of charging infrastructure for public transport, as well as to stimulate demand for alternatively fuelled buses and other electric public transport vehicles, giving priority to those systems which are the most emissions-neutral from a full vehicle life-cycle perspective;
35. Encourages the local and regional authorities participating in the Global Covenant of Mayors for Climate and Energy to strive to include concrete measures in their Sustainable Energy Action Plans (SEAPs), in particular for the construction or completion of charging infrastructure for electric vehicles;
36. Encourages local and regional public authorities to make greater use of existing cofinancing possibilities for sustainable urban mobility under the Cohesion Fund (CF) and the European Regional Development Fund (ERDF), in order to complete the infrastructure for the charging and refuelling of vehicles with zero and low emissions.

INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

Date adopted	10.7.2018
Result of final vote	+: 47 -: 2 0: 8
Members present for the final vote	Marco Affronte, Margrete Auken, Pilar Ayuso, Zoltán Balczó, Catherine Bearder, Ivo Belet, Biljana Borzan, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Miriam Dalli, Seb Dance, Mark Demesmaeker, Stefan Eck, Bas Eickhout, Karl-Heinz Florenz, Francesc Gambús, Arne Gericke, Jens Gieseke, Julie Girling, Sylvie Goddyn, Françoise Grossetête, Andrzej Grzyb, Jytte Guteland, György Hölvényi, Anneli Jäätteenmäki, Karin Kadenbach, Urszula Krupa, Giovanni La Via, Jo Leinen, Peter Liese, Valentinas Mazuronis, Susanne Melior, Miroslav Mikolášik, Rory Palmer, Massimo Paolucci, Piernicola Pedicini, Bolesław G. Piecha, Pavel Poc, John Procter, Julia Reid, Frédérique Ries, Daciana Octavia Sârbu, Annie Schreijer-Pierik, Davor Škrlec, Renate Sommer, Adina-Ioana Vălean, Damiano Zoffoli
Substitutes present for the final vote	Guillaume Balas, Anja Hazekamp, Jan Huitema, Merja Kyllönen, Alojz Peterle, Christel Schaldemose, Keith Taylor
Substitutes under Rule 200(2) present for the final vote	Marc Joulaud, Stanisław Ożóg

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

47	+
ALDE	Catherine Bearder, Jan Huitema, Frédérique Ries
EFDD	Piernicola Pedicini
GUE/NGL	Stefan Eck, Anja Hazekamp, Merja Kyllönen
NI	Zoltán Balczó
PPE	Pilar Ayuso, Ivo Belet, Karl Heinz Florenz, Francesc Gambús, Jens Gieseke, Julie Girling, Françoise Grossetête, Andrzej Grzyb, György Hölvényi, Marc Joulaud, Giovanni La Via, Peter Liese, Miroslav Mikolášik, Alojz Peterle, Annie Schreijer Pierik, Renate Sommer, Adina Ioana Vălean
S&D	Guillaume Balas, Biljana Borzan, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Miriam Dalli, Seb Dance, Jytte Guteland, Karin Kadenbach, Jo Leinen, Susanne Melior, Rory Palmer, Massimo Paolucci, Pavel Poc, Christel Schaldemose, Daciana Octavia Sârbu, Damiano Zoffoli
VERTS/ALE	Marco Affronte, Margrete Auken, Bas Eickhout, Davor Škrlec, Keith Taylor

2	-
EFDD	Julie Reid
ENF	Sylvie Goddyn

8	0
ALDE	Anneli Jäätteenmäki, Valentinas Mazuronis
ECR	Mark Demesmaeker, Arne Gericke, Urszula Krupa, Stanisław Ożóg, Bolesław G. Piecha, John Procter

Key to symbols:

+ : in favour

- : against

0 : abstention