



2017/0017(COD)

8.6.2017

AMENDMENTS

13 - 69

Draft opinion

Jacqueline Foster

(PE604.687v01-00)

Continuing current limitations of scope for aviation activities and to prepare to implementing a global market-based measure from 2021

Proposal for a regulation

(COM(2017)0054 – C8-0028/2017 – 2017/0017(COD))

Amendment 13

Marie-Christine Arnautu

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) At the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) which took place in Paris from 30 November to 12 December 2015, an international agreement was adopted to strengthen the global response to climate change. The Paris Agreement, inter alia, sets out a long-term goal in line with the objective to keep the global temperature increase well below 2°C above pre-industrial levels and to pursue efforts to keep it to 1,5°C above pre-industrial levels. The Paris Agreement was approved on behalf of the Union by Council Decision (EU) 2016/1841. The Paris Agreement entered into force on 4th November 2016. In order to achieve the goal of the Paris Agreement, parties will prepare, communicate and maintain successive nationally determined contributions.

Amendment

(1) At the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) which took place in Paris from 30 November to 12 December 2015, an international agreement was adopted to strengthen the global response to climate change. The Paris Agreement, inter alia, sets out a long-term goal in line with the objective to keep the global temperature increase well below 2 °C above pre-industrial levels and to pursue efforts to keep it to 1,5 °C above pre-industrial levels. The Paris Agreement was approved on behalf of the Union by Council Decision (EU) 2016/1841. The Paris Agreement entered into force on 4th November 2016. In order to achieve the goal of the Paris Agreement, parties will prepare, communicate and maintain successive nationally determined contributions. ***However, the withdrawal of the United States from the Paris Agreement should prompt the EU and its Member States to examine the effectiveness of such agreements in terms of their impact on the climate and their real capacity to reduce GHG emissions.***

Or. fr

Amendment 14

Jens Nilsson, Christine Revault D'Allonnes Bonnefoy, Gabriele Preuß

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) At the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) which took place in Paris from 30 November to 12 December 2015, an international agreement was adopted to strengthen the global response to climate change. The Paris Agreement, inter alia, sets out a long-term goal in line with the objective to keep the global temperature increase well below 2°C above pre-industrial levels and to pursue efforts to keep it to 1,5°C above pre-industrial levels. The Paris Agreement was approved on behalf of the Union by Council Decision (EU) 2016/1841. The Paris Agreement entered into force on 4th November 2016. In order to achieve the goal of the Paris Agreement, parties will prepare, communicate and maintain successive nationally determined contributions.

Amendment

(1) At the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) which took place in Paris from 30 November to 12 December 2015, an international agreement was adopted to strengthen the global response to climate change. The Paris Agreement, inter alia, sets out a long-term goal in line with the objective to keep the global temperature increase well below 2°C above pre-industrial levels and to pursue efforts to keep it to 1,5°C above pre-industrial levels. The Paris Agreement was approved on behalf of the Union by Council Decision (EU) 2016/1841. The Paris Agreement entered into force on 4th November 2016. In order to achieve the goal of the Paris Agreement, parties will prepare, communicate and maintain successive nationally determined contributions ***and continuous political will in decision-making in line with the agreement is needed to ensure reaching its objectives.***

Or. en

Amendment 15

Marie-Christine Arnautu

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) The environmental objectives of the Union as referred to in Article 191 of the Treaty, are preserving, protecting and improving the quality of the environment; and promoting measures at international level to deal with regional or worldwide environmental problems, and in particular combating climate change.

Amendment

(2) The environmental objectives of the Union as referred to in Article 191 of the Treaty, are preserving, protecting and improving the quality of the environment; and promoting measures at international level to deal with regional or worldwide environmental problems, and in particular combating climate change, ***objectives***

which are in clear contradiction with promoting the EU as a global economy based on free-trade principles.

The combination of free-trade and EU environmental policies, including the establishment of a European quota trading system for greenhouse gas emissions encompassing aviation, has amply demonstrated its harmful effects in environmental and employment terms, resulting in massive relocations and significantly undermining the competitiveness of EU companies that are required to meet disproportionately high costs.

Or. fr

Amendment 16
Marie-Christine Arnautu

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) A binding target of at least a 40% domestic reduction in economy-wide greenhouse gas emissions by 2030 compared to 1990 was set by the European Council of 23-24 October 2014. The Council meeting on 6 March 2015 formally approved this contribution of the Union and its Member States as their Intended Nationally Determined Contribution under the Paris Agreement. The European Council conclusions of October 2014 foresaw that the target should be delivered collectively by the Union in the most cost-effective manner possible, with the reductions in the Emissions Trading System (ETS) and non-ETS sectors amounting to 43% and 30% by 2030 compared to 2005 respectively. All sectors of the economy should contribute to achieving these emission reductions.

Amendment

(3) A binding target of at least a 40% domestic reduction in economy-wide greenhouse gas emissions by 2030 compared to 1990 was set by the European Council of 23-24 October 2014. The Council meeting on 6 March 2015 formally approved this contribution of the Union and its Member States as their Intended Nationally Determined Contribution under the Paris Agreement. The European Council conclusions of October 2014 foresaw that the target should be delivered collectively by the Union in the most cost-effective manner possible, with the reductions in the Emissions Trading System (ETS) and non-ETS sectors amounting to 43% and 30% by 2030 compared to 2005 respectively. All sectors of the economy should contribute to achieving these emission reductions, *provided, however, that Member States'*

efforts do not result in a displacement of carbon emissions in other parts of the world. The EU objectives are only meaningful if equivalent efforts are made in other regions of the world, especially those causing higher levels of pollution than the EU.

Or. fr

Amendment 17
Merja Kyllönen

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) A binding target of at least a 40% domestic reduction in economy-wide greenhouse gas emissions by 2030 compared to 1990 was set by the European Council of 23-24 October 2014. The Council meeting on 6 March 2015 formally approved this contribution of the Union and its Member States as their Intended Nationally Determined Contribution under the Paris Agreement. The European Council conclusions of October 2014 foresaw that the target should be delivered collectively by the Union in the most cost-effective manner possible, with the reductions in the Emissions Trading System (ETS) and non-ETS sectors amounting to 43% and 30% by 2030 compared to 2005 respectively. All sectors of the economy should contribute to achieving these emission reductions.

Amendment

(3) A binding target of at least a 40% domestic reduction in economy-wide greenhouse gas emissions by 2030 compared to 1990 was set by the European Council of 23-24 October 2014. The Council meeting on 6 March 2015 formally approved this contribution of the Union and its Member States as their Intended Nationally Determined Contribution under the Paris Agreement. The European Council conclusions of October 2014 foresaw that the target should be delivered collectively by the Union in the most cost-effective manner possible, with the reductions in the Emissions Trading System (ETS) and non-ETS sectors amounting to 43% and 30% by 2030 compared to 2005 respectively. All sectors of the economy should contribute to achieving these emission reductions ***and in order to do so, a platform for exchanging best practices and lessons learned in the sector of low-emission mobility among Member States should be provided by the Commission.***

Or. en

Amendment 18
Markus Ferber

Proposal for a regulation
Recital 4

Text proposed by the Commission

(4) The Union and its Member States have been endeavouring to advance international agreement to reduce greenhouse gas impacts from aviation since 1997 and they have legislation in place since 2008 to limit the climate change impacts from aviation activities through the EU emissions trading system (EU ETS) that has been operating since 2005. In order to *advance* progress *at the International Civil Aviation Organization (ICAO), the Union has twice adopted time-bound derogations to the EU ETS so as to limit* compliance obligations to emissions from flights between aerodromes situated in the European Economic Area (EEA), with equal treatment on routes of aircraft operators wherever they are based. The most recent derogation from the EU ETS, Regulation (EU) No 421/2014 of the European Parliament and of the Council, limited compliance obligations to intra-EEA flights between 2013 and 2016, and envisaged potential changes to the scope of the system as regards activity to and from aerodromes situated outside the EEA from 1 January 2017 onwards following the review set out in that Regulation.

Amendment

(4) The Union and its Member States have been endeavouring to advance international agreement to reduce greenhouse gas impacts from aviation since 1997 and they have legislation in place since 2008 to limit the climate change impacts from aviation activities through the EU emissions trading system (EU ETS) that has been operating since 2005. *In addition, since 2004 and 2008 the Member States have recommitted themselves to implementing the Single European Sky concept, taking account of growth in the volume of air traffic in the coming years.* In order to *achieve* progress *with air traffic management, the implementation of SESAR (Single European Sky ATM Research) needs to be speeded up, and innovative technologies must be supported under the Clean Sky project. The introduction, through the International Civil Aviation Organization (ICAO), of the global market-based measure should contribute to further progress on aviation emissions reduction. It was for this reason that derogations* were granted *in relation to the* compliance obligations in respect of emissions from flights between aerodromes situated in the European Economic Area (EEA), with equal treatment on routes of aircraft operators wherever they are based. The most recent derogation from the EU ETS, Regulation (EU) No 421/2014 of the European Parliament and of the Council, limited compliance obligations to intra-EEA flights between 2013 and 2016, and envisaged potential changes to the scope of the system as regards activity to and from aerodromes situated outside the EEA from 1 January 2017 onwards following the

review set out in that Regulation.

Or. de

Amendment 19
Isabella De Monte

Proposal for a regulation
Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) In order to achieve the objectives set by the Paris Agreement and a 40% reduction in greenhouse gases (GHG) by 2030, it is necessary to implement in full the Single European Sky provisions, agreement on this being hampered by certain Member States, which would make it possible to avoid airspace fragmentation and optimise traffic flows, thereby cutting emissions.

Or. it

Amendment 20
Merja Kyllönen

Proposal for a regulation
Recital 5

Text proposed by the Commission

Amendment

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and

implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.

implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. ***If, however, any such scheme is not achieved by the end of 2021, the extra-EEA aviation activities should be included under the EU ETS and a fund should be established for aviation operators' contributions and collective compliance relating to CO2 emissions already covered by requirements for monitoring, reporting and verification of greenhouse gas emissions under Commission Regulation (EU) No 601/2012 and Commission Regulation (EU) No 600/2012.*** As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation. ***Additionally, a share of revenues from the auction of allowances to the aviation sector should be used to improve energy efficiency and support investments in innovative technologies for the reduction of CO2 emissions in the aviation sector.***

Or. en

Amendment 21
Markus Ferber

Proposal for a regulation
Recital 5

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. ***Before Member States implement the global market-based measure it must be ensured, with a view to avoiding overlap, that aviation is no longer subject to EU ETS obligations.*** As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.

Or. de

Amendment 22
Markus Ferber

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.

Amendment

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.
Profits derived from these allowances should be put into initiatives such as SESAR, Clean Sky and other innovative, performance-enhancing aviation-industry projects.

Or. de

Amendment 23

Jens Nilsson, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy

Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.

Amendment

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation. ***The EU shall continue to work with supporting Member States to use the revenues generated from the auctioning of allowances to be used to tackle climate change.***

Or. en

Amendment 24

Jakop Dalunde

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, ***it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard***, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, ***the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme***, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned ***and issued for free***, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.

Amendment

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, ***it is considered appropriate allow for a derogation of in respect of 50% of the emissions from flights to and from aerodromes located in countries outside the European Economic Area (EEA) pending the implementation of the global market-based measure***, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned, including from the special reserve, ***for flights not subject to the derogation***, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.

Or. en

Justification

Until CORSIA is implemented 2021, the original scope of EU aviation ETS should be reduced to 50% of the incoming and outgoing flight journeys to and from EU airports from 2017 in

order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme.

Amendment 25
Markus Ferber

Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.

Amendment

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution, and implement the global system ***by 2021 at the latest***, is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, subject to the review on implementing the ICAO scheme, in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.

Or. de

Amendment 26

Jens Nilsson, Christine Revault D'Allonnes Bonnefoy, Gabriele Preuß

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) Given that key features of the global market-based measure have yet to be developed and that its implementation depends on domestic legislation by States and regions, it is considered appropriate for a review to take place once there is clarity about the nature and content and of these legal instruments in advance of the start of ICAO's global market-based measure, and a report submitted to the European Parliament and Council. That report should consider any standards or other instruments adopted through ICAO, the actions taken by third countries to implement the global market-based measure to apply to emissions from 2021 and other relevant international developments (e.g. rules under UNFCCC and the Paris Agreement on carbon markets and accounting). That report should consider how to implement these instruments in Union law through a revision of the EU ETS. It should also consider the rules applicable to intra-EEA flights as appropriate. That report should be accompanied by a proposal as appropriate to the European Parliament and the Council consistent with ensuring the contribution of aviation to the Union's 2030 economy-wide greenhouse gas reduction commitment.

Amendment

(6) Given that key features of the global market-based measure have yet to be developed and that its implementation depends on domestic legislation by States and regions, it is considered appropriate for a review to take place once there is clarity about the nature and content and of these legal instruments in advance of the start of ICAO's global market-based measure, and a report submitted to the European Parliament and Council. ***In order to succeed with the scheme, the EU shall continue to support its Member States and keep close cooperation with the ICAO in its role as observer, to encourage transparency of information and the progress of the ICAO agreement.*** That report should consider any standards or other instruments adopted through ICAO, the actions taken by third countries to implement the global market-based measure to apply to emissions from 2021 and other relevant international developments (e.g. rules under UNFCCC and the Paris Agreement on carbon markets and accounting). That report should consider how to implement these instruments in Union law through a revision of the EU ETS. It should also consider the rules applicable to intra-EEA flights as appropriate. That report should be accompanied by a proposal as appropriate to the European Parliament and the Council consistent with ensuring the contribution of aviation to the Union's 2030 economy-wide greenhouse gas reduction commitment.

Or. en

Amendment 27
Marie-Christine Arnautu

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Given that key features of the global market-based measure have yet to be developed and that its implementation depends on domestic legislation by States and regions, it is considered appropriate for a review to take place once there is clarity about the nature and content and of these legal instruments in advance of the start of ICAO's global market-based measure, and a report submitted to the European Parliament and Council. That report should consider any standards or other instruments adopted through ICAO, the actions taken by third countries to implement the global market-based measure to apply to emissions from 2021 and other relevant international developments (e.g. rules under UNFCCC and the Paris Agreement on carbon markets and accounting). That report should consider how to implement these instruments in Union law through a revision of the EU ETS. It should also consider the rules applicable to intra-EEA flights as appropriate. That report should be accompanied by a proposal as appropriate to the European Parliament and the Council consistent with ensuring the contribution of aviation to the Union's 2030 economy-wide greenhouse gas reduction commitment.

Amendment

(6) Given that key features of the global market-based measure have yet to be developed and that its implementation depends on domestic legislation by States and regions, it is considered appropriate for a review to take place once there is clarity about the nature and content and of these legal instruments in advance of the start of ICAO's global market-based measure, and a report submitted to the European Parliament and Council. That report should consider any standards or other instruments adopted through ICAO, the actions taken by third countries to implement the global market-based measure to apply to emissions from 2021 and other relevant international developments (e.g. rules under UNFCCC and the Paris Agreement on carbon markets and accounting). That report should consider how to implement these instruments in Union law through a revision of the EU ETS. It should also consider the rules applicable to intra-EEA flights as appropriate. That report should be accompanied by a proposal as appropriate to the European Parliament and the Council consistent with ensuring the contribution of aviation to the Union's 2030 economy-wide greenhouse gas reduction commitment. ***Finally, it must assess the merits of the scheme established by ICAO and be careful to ensure that its implementation does not result in distortions of competition or fraud.***

Or. fr

Amendment 28
Jakop Dalunde

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Given that key features of the global market-based measure have yet to be developed and that its implementation depends on domestic legislation by States and regions, it is considered appropriate for a review to take place once there is clarity about the nature and content and of these legal instruments in advance of the start of ICAO's global market-based measure, and a report submitted to the European Parliament and Council. That report should consider any standards or other instruments adopted through ICAO, the actions taken by third countries to implement the global market-based measure to apply to emissions from 2021 and other relevant international developments (e.g. rules under UNFCCC and the Paris Agreement on carbon markets and accounting). ***That report should consider how to implement these instruments in Union law through a revision of the EU ETS. It should also consider the rules applicable to intra-EEA flights as appropriate. That report should be accompanied by a proposal as appropriate to the European Parliament and the Council consistent with ensuring the contribution of aviation to the Union's 2030 economy-wide greenhouse gas reduction commitment.***

Amendment

(6) Given that key features of the global market-based measure have yet to be developed and that its implementation depends on domestic legislation by States and regions, it is considered appropriate for a review to take place once there is clarity about the nature and content and of these legal instruments in advance of the start of ICAO's global market-based measure, and a report submitted to the European Parliament and Council. That report should consider any standards or other instruments adopted through ICAO, the actions taken by third countries to implement the global market-based measure to apply to emissions from 2021 and other relevant international developments (e.g. rules under UNFCCC and the Paris Agreement on carbon markets and accounting). ***The implementation in Union law of the ICAO global market-based measure should be through the EU ETS. The report should be accompanied by a proposal as appropriate to the European Parliament and the Council consistent with ensuring the contribution of aviation to the Union's 2030 economy-wide greenhouse gas reduction commitment.***

Or. en

Amendment 29
Markus Ferber

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Given that key features of the global market-based measure have yet to be developed and that its implementation depends on domestic legislation by States and regions, it is considered appropriate for a review to take place once there is clarity about the nature and content and of these legal instruments in advance of the start of ICAO's global market-based measure, and a report submitted to the European Parliament and Council. That report should consider any standards or other instruments adopted through ICAO, the actions taken by third countries to implement the global market-based measure to apply to emissions from 2021 and other relevant international developments (e.g. rules under UNFCCC and the Paris Agreement on carbon markets and accounting). That report should consider how **to implement** these instruments in Union law **through a revision of the EU ETS. It should also consider** the rules applicable to intra-EEA flights **as appropriate**. That report should be accompanied by a proposal as appropriate to the European Parliament and the Council consistent with ensuring the contribution of aviation to the Union's 2030 economy-wide greenhouse gas reduction commitment.

Amendment

(6) Given that key features of the global market-based measure have yet to be developed and that its implementation depends on domestic legislation by States and regions, it is considered appropriate for a review to take place once there is clarity about the nature and content and of these legal instruments in advance of the start of ICAO's global market-based measure, and a report submitted to the European Parliament and Council. That report should consider any standards or other instruments adopted through ICAO, the actions taken by third countries to implement the global market-based measure to apply to emissions from 2021 and other relevant international developments (e.g. rules under UNFCCC and the Paris Agreement on carbon markets and accounting). That report should consider how these instruments **may replace both the EU ETS** in Union law **and** the rules applicable to intra-EEA flights. That report should be accompanied by a proposal as appropriate to the European Parliament and the Council consistent with ensuring the contribution of aviation to the Union's 2030 economy-wide greenhouse gas reduction commitment.

Or. de

Amendment 30

Gesine Meissner, Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) The Commission should report to the European Parliament and to the Council on actions for the implementation of the GMBM taken by Member States to

reduce greenhouse gas emissions from aviation, including information, with regard to the use of revenues, submitted by Members State in accordance with Article 17 of regulation (EU) No 525/2013.

Or. en

Amendment 31
Marian-Jean Marinescu

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) *The implementation of the Carbon Offsetting Scheme for International Aviation (Corsia) when agreed by ICAO will depend on the implementation of the Single Sky aiming at, inter alia, de-fragmenting the European airspace reducing the aviation environmental footprint;*

Or. en

Amendment 32
Marian-Jean Marinescu

Proposal for a regulation
Recital 6 b (new)

Text proposed by the Commission

Amendment

(6b) *Member States should be free to decide how revenues generated by the auctioning of aviation sector allowances under the CORSIA are to be used and to consider which share of such revenues might be used to finance research and common projects in the aviation sector.*

Allowances for Common projects should be aimed at enabling a set of basic

interoperable capabilities within all Member States, in particular those improving collective air navigation infrastructure, the provision of air navigation services and the use of airspace, in required for the implementation of the ATM Master Plan. Allowances for Research and Development projects should be aimed at developing aviation programs such as SESAR Joint Undertaking and Joint Technologies (current Clean Sky) and future use of GNSS for satellite-based navigation in order to ensure accuracy and reliability of real time airplanes tracking as well as fuel savings as a result of spacebased Automatic Dependent Surveillance-Broadcast equipment.

Or. en

Amendment 33
Marie-Christine Arnautu

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) In order to adopt non-legislative acts of general application to supplement or amend certain non-essential elements of a legislative act, the power to adopt acts in accordance with Article 290 of the Treaty should be delegated to the Commission to adopt measures for the monitoring, reporting and verification of emissions applicable to aircraft operators for the purpose of the global market-based measure being elaborated in ICAO. It is of particular importance that the Commission carries out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better

Amendment

(7) In order to adopt non-legislative acts of general application to supplement or amend certain non-essential elements of a legislative act, the power to adopt acts in accordance with Article 290 of the Treaty should, ***after the Member States have given their agreement***, be delegated to the Commission to adopt measures for the monitoring, reporting and verification of emissions applicable to aircraft operators for the purpose of the global market-based measure being elaborated in ICAO. It is of particular importance that the Commission carries out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the

Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Or. fr

Amendment 34
Jakop Dalunde

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Aviation also has an impact on climate through releases of nitrogen oxides, water vapour and sulphate and soot particles at high altitudes. The International Panel on Climate Change (IPCC) has estimated that the total climate impact of aviation is currently two to four times higher than the effect of its past carbon dioxide emissions alone. Pending scientific progress, all impacts of aviation should be addressed to the extent possible. Research on the formation of condensation trails, also known as contrails, their evolution into cirrus clouds, on the smaller direct effects of sulphate aerosols, soot, water vapour contrails and cirrus clouds, and on effective mitigation measures, including operational and technical measures, should also be promoted. In accordance with Article 191 of the TFEU, Union environment policy is to be based on the precautionary principle. Pending scientific progress, and specific measures on nitrogen oxides and technical and operational measures to mitigate the other

non-CO2 effects, a multiplier should be applied to carbon dioxide emissions from aviation.

Or. en

Justification

In line with EP position in 2008, the non-CO2 impacts, such as emissions of NOX and water vapour at high altitudes, need to be addressed through a multiplier until specific measures are in place. The Commission impact assessment (SWD(2017)0031 final, p. 85) recognises that the non-CO2 impacts have several times the impact of aviation's CO2 emissions alone.

Amendment 35
Merja Kyllönen

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Given its voluntary nature in the short and medium term, the ICAO scheme alone will be insufficient. Therefore the speedy implementation of the Single European Sky is of key importance, as the current fragmentation of European air space results in increased CO2 emissions.

Or. en

Amendment 36
Merja Kyllönen

Proposal for a regulation
Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) Aviation has an impact on climate also through releases of nitrogen oxides, water vapour and sulphate and particles at high altitudes. It is highly important to take action in order to address the non-

CO2 effects in aviation in view of increasing scientific evidence. Therefore, pending scientific progress, all impacts of aviation should be addressed.

Or. en

Amendment 37
Markus Ferber

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) As a simplification and in order to lighten administrative tasks for the smallest aircraft operators, non-commercial aircraft operators emitting less than 1000 tonnes CO2 per annum should continue to be considered as meeting the requirements of Directive 2003/87/EC for another ten years, during which measures should be elaborated so that in future all operators contribute to emission reductions.

Amendment

(8) As a simplification and in order to lighten administrative tasks for the smallest aircraft operators *and for outermost regions*, non-commercial aircraft operators emitting less than 1000 tonnes CO2 per annum *and outermost regions* should continue to be considered as meeting the requirements of Directive 2003/87/EC for another ten years, during which measures should be elaborated so that in future all operators contribute to emission reductions.

Or. de

Amendment 38
Jakop Dalunde

Proposal for a regulation
Article 1 – paragraph 1 – point -1 a (new)
Directive 2003/87/EC
Article 3 d

Present text

Article 3d
Method of allocation of allowances for

Amendment

–1a Article 3 d is replaced by the following:

Article 3d
Method of allocation of allowances for

aviation through auctioning

1. In the period referred to in Article 3c(1), 15 % of allowances shall be auctioned.

2. From 1 January 2013, 15 % of allowances shall be auctioned. This percentage may be increased as part of the general review of this Directive.

3. A Regulation shall be adopted containing detailed provisions for the auctioning by Member States of allowances not required to be issued free of charge in accordance with paragraphs 1 and 2 of this Article or Article 3f(8). The number of allowances to be auctioned in each period by each Member State shall be proportionate to its share of the total attributed aviation emissions for all Member States for the reference year reported pursuant to Article 14(3) and verified pursuant to Article 15. For the period referred to in Article 3c(1), the reference year shall be 2010 and for each subsequent period referred to in Article 3c the reference year shall be the calendar year ending 24 months before the start of the period to which the auction relates.

aviation through auctioning

All allowances for aviation activities shall be auctioned and the revenues used for climate financing in vulnerable developing countries, including adaptation to the impacts of climate change.

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:02003L0087-20151029&qid=1496823210412&from=FR>)

Justification

Transitional free allocation should only apply to sectors with significant risk of carbon leakage. In line with EP position on the aviation ETS proposal in 2007, and in order to be consistent with international aviation law, all revenues from EU ETS for aviation should be used to tackle climate change. To build confidence in developing countries regarding the EU policy measure, all revenues of aviation ETS should be earmarked for international climate finance.

Amendment 39
Lucy Anderson

Proposal for a regulation

Article 1 – paragraph 1 – point -1 b (new)

Directive 2003/87/EC

Article 3 d – paragraph 2

Present text

Amendment

2. From 1 January **2013**, **15 %** of allowances shall be auctioned. ***This percentage may be increased as part of the general review of this Directive.***

–1b In Article 3d, paragraph 2 is replaced by the following:

2. From 1 January **2021**, **100%** of allowances shall be auctioned.

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:02003L0087-20151029&qid=1496823210412&from=FR>)

Justification

This measure aims to enforce the polluter pays principle. Free allocation weakens the incentive for reducing emissions in the aviation sector and leads to a substantial transfer of money from taxpayers to industry. The aviation industry does not face the same carbon leakage risks as other sectors and, as a result, all allowances to the sector should be auctioned by Member States. The AM is in line with the Duncan report (AM 32 of the Plenary text A8-0003/2017)

Amendment 40
Lucy Anderson

Proposal for a regulation

Article 1 – paragraph 1 – point -1 c (new)

Directive 2003/87/EC

Article 3 d – paragraph 4 – subparagraph 1

Present text

Amendment

4. It shall be for Member States to determine the use to be made of revenues

–1c In Article 3d(4), the first subparagraph is replaced by the following:

4. All revenues shall be used to tackle climate change in the Union and third

generated from the auctioning of allowances. Those revenues should be used to tackle climate change in the *EU* and third countries, inter alia, to reduce greenhouse gas emissions, to adapt to the impacts of climate change in the *EU* and third countries, especially developing countries, to fund research and development for mitigation and adaptation, including in particular in the fields of aeronautics and air transport, to reduce emissions through low-emission transport and to cover the cost of administering the *Community* scheme. The proceeds of auctioning *should* also be used to fund contributions to the Global Energy Efficiency and Renewable Energy Fund, and measures to avoid deforestation.

countries, inter alia, to reduce greenhouse gas emissions, to adapt to the impacts of climate change in the *Union* and third countries, especially developing countries, to fund research and development for mitigation and adaptation, including in particular in the fields of aeronautics and air transport, to reduce emissions through low-emission transport and to cover the cost of administering the *Union* scheme. The proceeds of auctioning *may* also be used to fund contributions to the Global Energy Efficiency and Renewable Energy Fund, and measures to avoid deforestation. ***Transparency on the use of revenues generated from the auctioning of allowances under Directive 2003/87/EC is fundamental to underpinning Union commitments.***

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:02003L0087-20151029&qid=1496823210412&from=FR>)

Justification

All revenues from EU ETS for aviation should be used to tackle climate change - The AM is in line with the Duncan report (AM 34 of the Plenary text A8-0003/2017)

Amendment 41 **Marian-Jean Marinescu**

Proposal for a regulation
Article 1 – paragraph 1 d (new)
Directive 2003/87/EC
Article 3 d – paragraph 4 – subparagraph 1

Present text

It shall be for Member States to determine the use to be made of revenues generated from the auctioning of allowances. ***Those revenues should be used to tackle climate***

Amendment

The first subparagraph of Article 3d(4) is replaced by the following:

It shall be for Member States to determine the use to be made of revenues generated from the auctioning of allowances, ***provided that Member States use a share***

change in the EU and third countries, inter alia, to reduce greenhouse gas emissions, to adapt to the impacts of climate change in the EU and third countries, especially developing countries, to fund research and development for mitigation and adaptation, including in particular in the fields of aeronautics and air transport, to reduce emissions through low-emission transport and to cover the cost of administering the Community scheme. The proceeds of auctioning should be used to fund contributions to the Global Energy Efficiency and Renewable Energy Fund, and measures to avoid deforestation.

of the revenues generated from the auctioning of allowances for financing research and common projects in the aviation sector enabling the wide spread of GNSS for satellite-based navigation and the interoperable capabilities within all Member States, in particular those improving collective air navigation infrastructure, the provision of air navigation services and the use of airspace.

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32003L0087>)

Amendment 42
Jakop Dalunde

Proposal for a regulation
Article 1 – paragraph 1 – point -1 e (new)
Directive 2003/87/EC
Article 3 e

Text proposed by the Commission

Amendment

–1e Article 3 e is deleted

Or. en

(<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:2003L0087:20090625:en:PDF>)

Justification

Transitional free allocation should only apply to sectors with significant risk of carbon leakage. In line with EP position on the aviation ETS proposal in 2007, and in order to be consistent with international aviation law, all revenues from EU ETS for aviation should be used to tackle climate change. To build confidence in developing countries regarding the EU policy measure, all revenues of aviation ETS should be earmarked for international climate finance.

Amendment 43
Lucy Anderson

Proposal for a regulation

Article 1 – paragraph 1 – point -1 f (new)

Directive 2003/87/EC

Article 3 f – paragraph 8

Present text

8. Any unallocated allowances *in the special reserve shall be auctioned by Member States.*

Amendment

–1f In Article 3 f, paragraph 8 is replaced by the following:

8. Any unallocated allowances *shall be available until 31 December 2020 to research and quantify the non-CO2 effects of aviation on climate change and ways to mitigate these effects, as was first called for in 2008.*

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:02003L0087-20151029&qid=1496823210412&from=FR>)

Amendment 44
Jakop Dalunde

Proposal for a regulation

Article 1 – paragraph 1 – point -1 g (new)

Directive 2003/87/EC

Article 3 f – paragraph 8

Present text

8. Any unallocated allowances in the special reserve shall be *auctioned by Member States.*

Amendment

(–1g) Article 3(f)(8) is replaced by the following:

8. Any unallocated allowances in the special reserve shall be *made available until 31 December 2020 to research and quantify the non-CO2 effects of aviation on climate change and ways to mitigate these effects.*

Or. en

Justification

It is necessary to dedicate more resources to research regarding quantification of the non-CO2 climate impacts of aviation and how to address such effects.

Amendment 45
Lucy Anderson

Proposal for a regulation
Article 1 – paragraph 1 – point -1 h (new)
Directive 2003/87/EC
Article 3 f – paragraph 8 a (new)

Text proposed by the Commission

Amendment

–1h 8a. The Commission shall, by December 31st 2018, make a proposal to address NOx emissions from aviation as was originally envisaged in Directive 2008/101/EC.

The Commission shall, by January 1st 2021, put forward proposals on technical and operational measures to mitigate the other non-CO2 effects of aviation.

Or. en

Amendment 46
Jakop Dalunde

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point a – introductory part

Text proposed by the Commission

Amendment

(a) paragraph 1 is ***amended as follows***:

(a) paragraph 1 is ***replaced by the following***:

"1. By way of derogation from Article 12(2a), Member States shall reduce the number of allowances each aircraft operator is required to surrender by 50%

in respect of:

Or. en

Justification

Until CORSIA is implemented 2021, the original scope of EU aviation ETS should be reduced to 50% of the incoming and outgoing flight journeys to and from EU airports from 2017 in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme.

Amendment 47
Merja Kyllönen

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point a – point i
Directive 2003/87/EC
Article 28 a – paragraph 1 – subparagraph a

Text proposed by the Commission

(a) all emissions from flights to and from aerodromes located in countries outside the European Economic Area (EEA) in each calendar year from 1 January 2013, subject to the review referred to in Article 28b.

Amendment

(a) all emissions from flights to and from aerodromes located in countries outside the European Economic Area (EEA) in each calendar year from 1 January 2013 **to 31 December 2021**, subject to the review referred to in Article 28b.

Or. en

Amendment 48
Jakop Dalunde

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point a – point i
Directive 2003/87/EC
Article 28 a – paragraph 1 – subparagraph a

Text proposed by the Commission

(a) all emissions from flights to and from aerodromes located in countries outside the European Economic Area

Amendment

(a) all emissions from flights to and from aerodromes located in countries outside the European Economic Area

(EEA) in each calendar year from 1 January **2013**, *subject to the review referred to in Article 28b*.

(EEA) in each calendar year from 1 January **2017 to 31 December 2020**;

Or. en

Justification

Until CORSIA is implemented 2021, the original scope of EU aviation ETS should be reduced to 50% of the incoming and outgoing flight journeys to and from EU airports from 2017 in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme.

Amendment 49 **Jakop Dalunde**

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point i

Directive 2003/87/EC

Article 28 a – paragraph 1 – subparagraph b

Text proposed by the Commission

(b) all emissions from flights between an aerodrome located in an outermost region within the meaning of Article 349 of the Treaty on the Functioning of the European Union (TFEU) and an aerodrome located in another region of the EEA in each calendar year from 1 January **2013**, *subject to the review referred to in Article 28b*.

Amendment

(b) all emissions from flights between an aerodrome located in an outermost region within the meaning of Article 349 of the Treaty on the Functioning of the European Union (TFEU) and an aerodrome located in another region of the EEA in each calendar year from 1 January **2017 to 31 December 2020**;"

Or. en

Justification

Until CORSIA is implemented 2021, the original scope of EU aviation ETS should be reduced to 50% of the incoming and outgoing flight journeys to and from EU airports from 2017 in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme.

Amendment 50 **Lucy Anderson**

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b – point i

Directive 2003/87/EC

Article 28a – paragraph 2 – subparagraph 1

Text proposed by the Commission

From 1 January 2017, by way of derogation from Articles 3d to **3f** and until amendments subsequent to the review referred to in Article 28b have entered into force, aircraft operators shall be *issued, each year, the number of allowances that corresponds to the year 2016. From 2021 onwards that number of allowances shall be subject to the application of the linear factor in Article 9.*

Amendment

From 1 January 2017, by way of derogation from Articles 3d to **3e** and until amendments subsequent to the review referred to in Article 28b have entered into force, *the total quantity of allowances to be allocated to aircraft operators in 2021 shall be 10% lower than the average allocation for the period from 1 January 2014 to 31 December 2016 , and then decrease annually at the same rate as that of the total cap for the EU ETS referred to in the second subparagraph of Article 10(1) so as to bring the cap for the aviation sector more in line with the other EU ETS sectors by 2030.*

By way of derogation from Article 3f(8), allowances that are not allocated, as a result of the application of the first subparagraph of this paragraph, shall be cancelled.

As regards activity in the period from 1 January 2017 to 31 December 2020, Member States shall publish the number of aviation allowances allocated to each aircraft operator by 1 September 2018.

Or. en

Justification

Reducing the baseline emissions in 2021 will ensure that aviation makes a fair contribution to Europe's climate goals. The AM is in line with the Duncan report in the application of LRF and reduction of baseline (AM 30 of the Plenary text A8-0003/2017)

Amendment 51

Jens Nilsson, Christine Revault D'Allonnes Bonnefoy, Gabriele Preuß

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b – point i

Directive 2003/87/EC

Article 28 a – paragraph 2 – subparagraph 1

Text proposed by the Commission

From 1 January 2017, by way of derogation from Articles 3d to 3f and until amendments subsequent to the review referred to in Article 28b have entered into force, aircraft operators shall be issued, each year, the number of allowances that corresponds to the year 2016. From 2021 onwards that number of allowances shall be subject to the application of the linear factor in Article 9.

Amendment

From 1 January 2017, by way of derogation from Articles 3d to 3f and until amendments subsequent to the review referred to in Article 28b have entered into force, aircraft operators shall be issued, each year, the number of allowances that corresponds to the year 2016. From 2021 onwards that number of allowances shall be subject to the application of the linear factor in Article 9 ***in order to maximise the effort of the Union's contribution to reaching the Paris Agreement.***

Or. en

Amendment 52

Isabella De Monte

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b – point i

Directive 2003/87 CE

Article 28 a – paragraph 2 – subparagraph 1

Text proposed by the Commission

From 1 January 2017, by way of derogation from Articles 3d to 3f and until amendments subsequent to the review referred to in Article 28b have entered into force, aircraft operators shall be issued, each year, the number of allowances that corresponds to the year 2016. ***From 2021 onwards that number of allowances shall be subject to the application of the linear factor in Article 9.***

Amendment

From 1 January 2017, by way of derogation from Articles 3d to 3f and until amendments subsequent to the review referred to in Article 28b have entered into force, aircraft operators shall be issued, each year, the number of allowances that corresponds to the year 2016.

Or. en

Amendment 53

Jakop Dalunde

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b – point i

Directive 2003/87/EC

Article 28 a – paragraph 2 – subparagraph 1

Text proposed by the Commission

From 1 January 2017, by way of derogation from Articles 3d to 3f **and until amendments subsequent to the review referred to in Article 28b have entered into force, aircraft operators shall be issued, each year, the** number of allowances that corresponds to the year 2016. From 2021 onwards that number of allowances shall be subject to the application of the linear factor in Article 9.

Amendment

From 1 January 2017, by way of derogation from Articles 3d to 3f, **aircraft operators shall be issued, each year, in respect of flights which are not subject to the derogations provided for in points (a) and (b) of paragraph 1 of this Article,** number of allowances that corresponds to the year 2016. From 2021 onwards that number of allowances shall be subject to the application of the linear factor in Article 9.

Or. en

Amendment 54

Jakop Dalunde

Proposal for a regulation

Article 1 – paragraph 1 – point 2

Directive 2003/87/EC

Article 28b – heading

Text proposed by the Commission

Reporting by the Commission on the implementation of ICAO's global market-based measure

Amendment

Derogations applicable upon implementation of ICAO's global market-based measure

Or. en

Amendment 55

Jakop Dalunde

Proposal for a regulation

Article 1 – paragraph 1 – point 2 (new)

Text proposed by the Commission

Amendment

By way of derogation from Article 12(2a), Member States shall reduce the number of allowances each aircraft operator is required to surrender by 50% in respect of all emissions from flights to and from aerodromes located in countries outside the European Economic Area (EEA) in each calendar year from 1 January 2021 where domestic or regional measures are in place in those countries to implement ICAO's global market based measure or the journeys are subject to a derogation under the ICAO scheme.

Or. en

Justification

From 2021 EU should implement the ICAO global market based measure, i.e. CORSIA, through the ETS – while providing that 50% of emissions should be excluded where the destination/departure country is implementing CORSIA through national measure, or the route is subject to derogation by CORSIA. This will ensure equal treatment of airlines on routes.

Amendment 56
Lucy Anderson

Proposal for a regulation
Article 1 – paragraph 1 – point 2
Directive 2003/87/EC
Article 28 b – paragraph 1

Text proposed by the Commission

Amendment

1. ***The*** Commission shall report to the European Parliament and the Council on the relevant ICAO standards ***or other legal instruments*** as well as on domestic measures taken by third countries to implement the global market-based measure to be applied to emissions from

1. ***In 2019, the*** Commission shall report to the European Parliament and the Council on the relevant ICAO standards ***and recommended practices (SARPs), ICAO Council approved recommendations relevant to the Global Market-based Measure Task Force***

2021, and on other relevant international developments.

(GMT) as well as on domestic measures taken by third countries to implement the global market-based measure to be applied to emissions from 2021, and on other relevant international developments. ***The Commission shall also report on ICAO's efforts to establish a credible long-term goal for the sector.***

Or. en

Justification

There should be a timely assessment of the CORSIA before its post-2020 implementation. The report should look at the most relevant developments under the ICAO technical group working on the CORSIA, the Global Market-based measure Task Force (GMTF) and assess the offsetting scheme against objective criteria to determine its environmental effectiveness and regulatory strength.

Amendment 57 **Merja Kyllönen**

Proposal for a regulation

Article 1 – paragraph 1 – point 2

Directive 2003/87/EC

Article 28 b – paragraph 1

Text proposed by the Commission

1. The Commission shall report to the European Parliament and the Council on the relevant ICAO standards or other legal instruments as well as on domestic measures taken by third countries to implement the global market-based measure to be applied to emissions from 2021, and on other relevant international developments.

Amendment

1. The Commission shall report to the European Parliament and the Council on the relevant ICAO standards ***and recommended practices (SARPs), ICAO Council approved recommendations relevant to the global market-based measure*** or other legal instruments as well as on domestic measures taken by third countries to implement the global market-based measure to be applied to emissions from 2021, and on other relevant international developments. ***This reporting shall be done by 1 January 2018, 1 January 2019 and regularly afterwards in accordance with the ICAO's standard-making procedures.***

Amendment 58
Isabella De Monte

Proposal for a regulation
Article 1 – paragraph 1 – point 2
Directive 2003/87/EC
Article 28 b – paragraph 1

Text proposed by the Commission

1. The Commission shall report to the European Parliament and the Council on the relevant ICAO standards or other legal instruments as well as on domestic measures taken by third countries to implement the global market-based measure to be applied to emissions from 2021, and on other relevant international developments.

Amendment

1. The Commission shall report to the European Parliament and the Council on the relevant ICAO standards or other legal instruments as well as on domestic measures taken by third countries to implement the global market-based measure to be applied to emissions from 2021, and on other relevant international developments ***as well as the possible application of the linear reduction factor to the number of allowances allocated to aircraft operators.***

Or. en

Amendment 59
Jens Nilsson, Christine Revault D'Allonnes Bonnefoy, Gabriele Preuß

Proposal for a regulation
Article 1 – paragraph 1 – point 2
Directive 2003/87/EC
Article 28 b – paragraph 1

Text proposed by the Commission

1. The Commission shall report to the European Parliament and the Council on the relevant ICAO standards or other legal instruments as well as on domestic measures taken by third countries to implement the global market-based measure to be applied to emissions from 2021, and on other relevant international

Amendment

1. The Commission shall report to the European Parliament and the Council on the relevant ICAO standards ***and recommended practices (SARPs), ICAO Council approved recommendations relevant to the global market-based measure*** or other legal instruments as well as on domestic measures taken by third

developments.

countries to implement the global market-based measure to be applied to emissions from 2021, and on other relevant international developments.

Or. en

Amendment 60
Markus Ferber

Proposal for a regulation
Article 1 – paragraph 1 – point 2
Directive 2003/87/EC
Article 28 b – paragraph 1

Text proposed by the Commission

1. The Commission shall report to the European Parliament and the Council on the relevant ICAO standards or other legal instruments as well as on domestic measures taken by third countries to **implement** the global market-based measure **to be applied** to emissions from 2021, **and on other relevant international developments**.

Amendment

1. The Commission shall report to the European Parliament and the Council **at least once a year** on the relevant ICAO standards or other legal instruments as well as on domestic measures taken by third countries to **apply** the global market-based measure to **all** emissions **in international aviation** from 2021.

Or. de

Amendment 61
Franck Proust

Proposal for a regulation
Article 1 – paragraph 1 – point 2
Directive 2003/87/CE
Article 28 b – paragraph 1

Text proposed by the Commission

1. The Commission shall report to the European Parliament and the Council on the relevant ICAO standards **or other legal instruments** as well as on domestic measures taken by third countries to implement the global market-based measure to be applied to emissions from

Amendment

1. The Commission shall report to the European Parliament and the Council on the relevant ICAO standards **and recommended practices** as well as on domestic measures taken by third countries to implement the global market-based measure to be applied to emissions from

2021, and on other relevant international developments.

2021, and on other relevant international developments.

Or. fr

Justification

It appears important to include 'relevant ICAO standards and recommended practices', since this corresponds to the terms used for the technical specifications adopted by the ICAO.

Amendment 62

Jakop Dalunde

Proposal for a regulation

Article 1 – paragraph 1 – point 2

Directive 2003/87/EC

Article 28 b – paragraph 2

Text proposed by the Commission

Amendment

2. The report should consider ways for those ICAO instruments to be implemented in Union law through a revision of this Directive. The report shall also consider the rules applicable in respect of flights within the European Economic Area (EEA) as appropriate.

deleted

Or. en

Amendment 63

Merja Kyllönen

Proposal for a regulation

Article 1 – paragraph 1 – point 2

Directive 2003/87/EC

Article 28 b – paragraph 2

Text proposed by the Commission

Amendment

2. The report should consider ways for those ICAO instruments to be implemented in Union law through a revision of this Directive. The report shall also consider the rules applicable in respect of flights

2. The report should consider ways for those ICAO instruments to be implemented in Union law through a revision of this Directive. The report shall also consider the rules applicable in respect of flights

within the European Economic Area (EEA) as appropriate.

within the European Economic Area (EEA) as appropriate. ***The report shall also examine the ambition and overall environmental integrity of the global measure, including its general ambition in relation to the targets under the Paris Agreement, level of public participation, enforceability, transparency, penalties for non-compliance, processes for public input, quality of offset credits, monitoring, reporting and verification of emissions registries and accountability.***

Or. en

Amendment 64
Lucy Anderson

Proposal for a regulation
Article 1 – paragraph 1 – point 2
Directive 2003/87/EC
Article 28b – paragraph 2

Text proposed by the Commission

2. The report should consider ways for those ICAO instruments to be implemented in Union law through a revision of this Directive. The report shall also consider the ***rules applicable in respect of flights within the European Economic Area (EEA) as appropriate.***

Amendment

2. The report should consider ways for those ICAO instruments to be implemented in Union law through a revision of this Directive. The report shall also consider the ***ambition and overall environmental integrity of the measure as it relates to elements including overall ambition of the target in relation to requirements of the Paris agreement, level of participation, enforceability, transparency and penalties for non-compliance, processes for public input and credit quality.***

Or. en

Amendment 65
Jens Nilsson, Christine Revault D'Allonnes Bonnefoy, Gabriele Preuß

Proposal for a regulation
Article 1 – paragraph 1 – point 2

Text proposed by the Commission

2. The report should consider ways for those ICAO instruments to be implemented in Union law through a revision of this Directive. The report shall also consider the rules applicable in respect of flights within the European Economic Area (EEA) as appropriate.

Amendment

2. The report should consider ways for those ICAO instruments to be implemented in Union law through a revision of this Directive. The report shall also consider the rules applicable in respect of flights within the European Economic Area (EEA) as appropriate. ***The report shall also take into consideration the ambition and overall environmental integrity of the global market-based measure including the objectives and requirements of the Paris agreement.***

Or. en

Amendment 66
Marian-Jean Marinescu

Proposal for a regulation
Article 1 – paragraph 1 – point 2

Directive 2003/87/EC
Article 28 b – paragraph 2

Text proposed by the Commission

2. The report should consider ways for those ICAO instruments to be implemented in Union law through a revision of this Directive. The report shall also consider the rules applicable in respect of flights within the European Economic Area (EEA) as appropriate.

Amendment

2. The report should consider ways for those ICAO instruments to be implemented in Union law through a revision of this Directive. The report shall also consider ***the existing and planned provisions of the Single European Sky implementation as well as the*** rules applicable in respect of flights within the European Economic Area (EEA) as appropriate.

Or. en

Amendment 67
Merja Kyllönen

Proposal for a regulation
Article 1 – paragraph 1 – point 2
Directive 2003/87/EC
Article 28 b – paragraph 3

Text proposed by the Commission

3. The report *may be accompanied by* proposals, as appropriate to the European Parliament and the Council to amend, delete, extend or replace the derogations provided for in Article 28a, consistent with the Union economy-wide greenhouse gas emission reduction commitment for 2030.

Amendment

3. ***On 31 December 2021 at the latest and on the basis of the conclusions of the report, the report shall present legislative*** proposals, as appropriate to the European Parliament and the Council to amend, delete, extend or replace the derogations provided for in Article 28a, consistent with the Union economy-wide greenhouse gas emission reduction commitment for 2030 ***with the aim of ensuring full environmental integrity and effectiveness of EU climate action.***

Or. en

Amendment 68
Lucy Anderson

Proposal for a regulation
Article 1 – paragraph 1 – point 2
Directive 2003/87/EC
Article 28 b – paragraph 3

Text proposed by the Commission

3. ***The report may be accompanied by proposals, as appropriate to the European Parliament and the Council to amend, delete, extend or replace the derogations provided for in Article 28a, consistent with the Union economy-wide greenhouse gas emission reduction commitment for 2030.***

Amendment

3. ***Any legislative proposal which adjusts the scope of aviation activity in this scheme after 2020 shall not be issued until the conclusion and publication of such a report.***

Or. en

Amendment 69
Jakop Dalunde

Proposal for a regulation
Article 1 – paragraph 1 – point 3 a (new)
Directive 2003/87/EC
Annex IV – Part B – paragraph 5

Text proposed by the Commission

Amendment

(3a) In Annex IV, Part B, the fifth paragraph under the heading entitled "Monitoring of carbon dioxide emissions" shall be replaced by the following:

Default IPCC emission factors, taken from the 2006 IPCC Inventory Guidelines or subsequent updates of these Guidelines, shall be used unless activity-specific emission factors identified by independent accredited laboratories using accepted analytical methods are more accurate. To account for non-CO2 effects, the emissions factors chosen shall be multiplied by two. The emission factor for biomass waste and residues shall be zero.

Or. en

Justification

In line with EP position in 2008, the non-CO2 impacts, such as emissions of NOX and water vapour at high altitudes, need to be addressed through a multiplier until specific measures are in place. The Commission impact assessment (SWD(2017)0031 final, p. 85) recognises that the non-CO2 impacts have several times the impact of aviation's CO2 emissions alone.