



2017/2055(INI)

14.7.2017

AMENDMENTS

1 - 74

Draft opinion
Cláudia Monteiro de Aguiar
(PE606.174v01-00)

International ocean governance: an agenda for the future of our oceans in the
context of the 2030 SDGs
(2017/2055(INI))

Amendment 1
Ulrike Rodust, Gesine Meissner

Draft opinion
Citation 1 a (new)

Draft opinion

Amendment

- *having regard to Article 191 of the Treaty on the Functioning of the European Union,*

Or. en

Amendment 2
Ulrike Rodust, Gesine Meissner

Draft opinion
Citation 1 b (new)

Draft opinion

Amendment

- *having regard to the UN Ocean Conference held on 5-9 June 2017 in New York,*

Or. en

Amendment 3
Ulrike Rodust, Gesine Meissner

Draft opinion
Citation 1 c (new)

Draft opinion

Amendment

- *having regard to the United Nations Framework Convention on Climate Change (UNFCCC) 2015 Paris Agreement, which entered into force on 4 November 2016 and its Intended Nationally Determined Contributions (INDCs) aimed at reducing greenhouse gas emissions,*

Or. en

Amendment 4
Ulrike Rodust, Gesine Meissner

Draft opinion
Citation 4 a (new)

Draft opinion

Amendment

- *having regard to Directive 2012/33/EU of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels and the ongoing impact assessment on the extension of the Sulphur Emission Control Areas within the European Waters,*

Or. en

Amendment 5
Ulrike Rodust, Gesine Meissner

Draft opinion
Citation 4 b (new)

Draft opinion

Amendment

- *having regard to Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues,*

Or. en

Amendment 6
Ulrike Rodust, Gesine Meissner

Draft opinion
Citation 8 a (new)

Draft opinion

Amendment

- *having regard to the proposal of Baltic Sea and North Sea countries to the IMO to introduce designated Nitrogen Emission Control Areas (NECAs),*

Amendment 7
Mark Demesmaeker

Draft opinion
Citation 13 a (new)

Draft opinion

Amendment

- *having regard to the Circular Economy Action Plan of 2 December 2015,*

Amendment 8
Mark Demesmaeker

Draft opinion
Citation 13 b (new)

Draft opinion

Amendment

- *having regard to the negotiating position of the European Parliament for the waste package as adopted on 14 March 2017,*

Amendment 9
Marie-Christine Arnautu

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. *Welcomes* the Joint Communication entitled ‘International ocean governance: an agenda for the future of our oceans’ and the actions set out therein; reaffirms the importance of international ocean *governance* and its economic, environmental and social

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1. *Notes* the Joint Communication entitled ‘International ocean governance: an agenda for the future of our oceans’ and the actions set out therein; reaffirms the importance of international ocean *cooperation* and its economic, environmental and social components, with

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components, *which should be based on a cross-sectoral approach* with a focus on *the integrated maritime policy and the cross-cutting policies it incorporates, in particular* Blue Growth, marine knowledge and data, maritime spatial planning, integrated maritime surveillance and sea basin strategies;

a focus on Blue Growth, marine knowledge and data, maritime spatial planning, integrated maritime surveillance and sea basin strategies;

Or. fr

Amendment 10 **Renaud Muselier**

Draft opinion **Paragraph 1**

Draft opinion

1. Welcomes the Joint Communication entitled ‘International ocean governance: an agenda for the future of our oceans’ and the actions set out therein; reaffirms the importance of international ocean governance and its economic, environmental and social components, which should be based on a cross-sectoral approach with a focus on the integrated maritime policy and the cross-cutting policies it incorporates, in particular Blue Growth, marine knowledge and data, maritime spatial planning, integrated maritime surveillance *and* sea basin strategies;

Amendment

1. Welcomes the Joint Communication entitled ‘International ocean governance: an agenda for the future of our oceans’ and the actions set out therein; reaffirms the importance of international ocean governance and its economic, environmental and social components, which should be based on a cross-sectoral approach with a focus on the integrated maritime policy and the cross-cutting policies it incorporates, in particular Blue Growth, *the coordination of* marine knowledge and *scientific* data, maritime spatial planning, integrated maritime surveillance, sea basin strategies *and innovations in the field of protection of nature reserves*;

Or. fr

Amendment 11 **Merja Kyllönen**

Draft opinion **Paragraph 1**

Draft opinion

Amendment

1. Welcomes the Joint Communication entitled ‘International ocean governance: an agenda for the future of our oceans’ and the actions set out therein; reaffirms the importance of international ocean governance and its economic, environmental and social components, which should be based on a cross-sectoral approach with a focus on the integrated maritime policy and the cross-cutting policies it incorporates, in particular Blue Growth, marine knowledge and data, maritime spatial planning, integrated maritime surveillance and sea basin strategies;

1. Welcomes the Joint Communication entitled ‘International ocean governance: an agenda for the future of our oceans’ and the actions set out therein; reaffirms the importance of international ocean *and sea* governance and its economic, environmental and social components, which should be based on a cross-sectoral approach with a focus on the integrated maritime policy and the cross-cutting policies it incorporates, in particular Blue Growth, marine knowledge and data, maritime spatial planning, integrated maritime surveillance and sea basin strategies;

Or. en

Amendment 12
Cláudia Monteiro de Aguiar

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Emphasises the importance of the outermost regions in a maritime context, in particular due to their location in the Atlantic and Indian Oceans, providing laboratories for studying and combating the effects of climate change on biodiversity and marine ecosystems and offering great potential for the development of renewables and blue biotechnology; stresses the need to create innovative programmes and adequate funding for the establishment of R & D centres in the outermost regions; to this end, calls for the creation of a maritime cluster of outermost regions;

Or. pt

Amendment 13
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Fully endorses the Commission's action plan set out in the 2016 Joint Communication on International Ocean Governance; highlights the urgent need for Commission and Member States to swiftly deliver on these actions and turn the EU's commitment to sustainable development for the oceans into concrete policies at EU and international level;

Or. en

Amendment 14
Gesine Meissner, Ulrike Rodust

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Reiterates the strong maritime dimension of the Sustainable Development Goals, particularly, but not limited to, goal 14: Conserve and sustainably use the oceans, seas and marine resources;

Or. en

Amendment 15
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1 b. Stresses the need for strengthened cooperation, policy coherence and coordination among all governments and institutions at all levels, including between and among international

organisations, regional and subregional organisations and institutions, arrangements and programmes; notes in this respect the important role of effective and transparent multi-stakeholder partnerships and of the active engagement of governments with global, regional and subregional bodies, the scientific community, the private sector, the donor community, non-governmental organisations, community groups, academic institutions, business and industry and other relevant actors; recognizes the importance of gender equality and the crucial role of women and youth in the conservation and sustainable use of oceans, seas and marine resources for sustainable development;

Or. en

Amendment 16
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 1 c (new)

Draft opinion

Amendment

1 c. Stresses that improving transparency, public accessibility of information, stakeholder involvement, and the legitimacy of UN organisations, including public accountability of country representatives at international bodies, such as the International Maritime Organisation (IMO) and the International Seabed Authority (ISA) is a matter of priority in addressing existing shortcomings in the governance framework;

Or. en

Amendment 17
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 1 d (new)

Draft opinion

Amendment

1 d. Stresses the need for capacity building strategies for developing States, in particular the least developed countries, for the protection of the marine environment and the conservation and sustainable use of marine resources, in particular regarding the establishment of adequate water treatment and waste-management facilities;

Or. en

Amendment 18
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 1 e (new)

Draft opinion

Amendment

1 e. Notes, furthermore, with regard to international law on air pollution that, under UNCLOS, Member States are not permitted to board and inspect ships in the high seas or during innocent passages, even in cases of solid evidence of infringement; calls, therefore, on the UN parties to enhance the legal framework of UNCLOS with the aim of addressing any existing governance gaps and of establishing robust enforcement mechanisms for international environmental law;

Or. en

Amendment 19
Marie-Christine Arnautu

Draft opinion
Paragraph 2

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Draft opinion

2. Calls on Member States to draw up their maritime spatial plans by 31 March 2021 at the latest; calls ***on the Commission to start work on drafting proposals for international guidelines and to lead*** an international forum on maritime spatial planning which will produce the best practice that will make it possible to boost international cooperation, improve the management and use of the oceans and increase transparency;

Amendment

2. Calls on Member States to draw up their maritime spatial plans by 31 March 2021 at the latest; calls ***for the organisation of*** an international forum on maritime spatial planning which will produce the best practice that will make it possible to boost international cooperation, improve the management and use of the oceans and increase transparency ***and which should assess the effects of successive deregulation, such as open registers, leading to an expansion in the use of flags of convenience, underpaid crew and a dilution of responsibilities; points out, by way of example, that the oil tanker Erika was chartered by a French company, reinforced by a Greek company, operated by an Indian crew, insured by a British insurer, registered in Bermuda and sailed under the Maltese flag, and that over the 24 years it was in service it changed its name seven times, its flag five times and its owner nine times;***

Or. fr

Amendment 20
Maria Grapini

Draft opinion
Paragraph 2

Draft opinion

2. Calls on Member States to draw up their maritime spatial plans by 31 March 2021 at the latest; calls on the Commission to start work on drafting proposals for international guidelines and to ***lead*** an international forum on maritime spatial planning which ***will*** produce the best practice that will make it possible to boost international cooperation, improve the management and use of the oceans and increase transparency;

Amendment

2. Calls on Member States to draw up their maritime spatial plans by 31 March 2021 at the latest, ***bearing in mind the link that nations are linked together by the world's seas and oceans, thus creating a network of economic financial and political interdependencies;*** calls on the Commission to start work on drafting proposals for international guidelines and to ***create*** an international forum on maritime spatial planning which ***could*** produce the best practice that will make it

possible to boost international cooperation, improve the management and use of the oceans and increase transparency;

Or. ro

Amendment 21
Renaud Muselier

Draft opinion
Paragraph 2

Draft opinion

2. Calls on Member States to draw up their maritime spatial plans by 31 March 2021 at the latest; calls on the Commission to start work on drafting proposals for international guidelines and to lead an international forum on maritime spatial planning which will produce the best practice that will make it possible to boost international cooperation, improve the management and use of the oceans and increase transparency;

Amendment

2. Calls on Member States to draw up their maritime spatial plans by 31 March 2021 at the latest; calls on the Commission to start work on drafting proposals for international guidelines and to lead an international forum on maritime spatial planning which will produce the best practice that will make it possible to boost international cooperation, improve the management, *preservation* and use of the oceans and increase transparency;

Or. fr

Amendment 22
Merja Kyllönen

Draft opinion
Paragraph 2

Draft opinion

2. Calls on Member States to draw up their maritime spatial plans by 31 March 2021 at the latest; calls on the Commission to start work on drafting proposals for international guidelines and to lead an international forum on maritime spatial planning which will produce the best practice that will make it possible to boost international cooperation, improve the management and use of the oceans and increase transparency;

Amendment

2. Calls on Member States to draw up their maritime spatial plans by 31 March 2021 at the latest; calls on the Commission to start work on drafting proposals for international guidelines and to lead an international forum on maritime spatial planning which will produce the best practice that will make it possible to boost international cooperation, improve the management and use of the oceans and *seas and* increase transparency;

Amendment 23
Gesine Meissner, Ulrike Rodust

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Welcomes the progress made in Member States regarding the establishment of maritime spatial planning, however, stresses that further efforts are needed for a successful and coherent implement of the Directive 2014/89/EU in order to set an example for an introduction of MSP at a global level;

Or. en

Amendment 24
Gesine Meissner, Ulrike Rodust

Draft opinion
Paragraph 2 b (new)

Draft opinion

Amendment

2 b. Reiterates the transnational and international dimension of maritime spatial planning and calls on the Commission to urge Member States to intensify the cooperation with third countries in the process of their maritime spatial planning, in particular in the framework of existing regional institutional cooperation;

Or. en

Amendment 25
Gesine Meissner, Ulrike Rodust

Draft opinion

Paragraph 2 c (new)

Draft opinion

Amendment

2 c. Stresses the importance to promote MSP globally not only at a political level but also in the public sphere, in particular with regard to the education and training of future maritime spatial planners;

Or. en

Amendment 26

Gesine Meissner, Ulrike Rodust

Draft opinion

Paragraph 2 d (new)

Draft opinion

Amendment

2 d. Emphasises the importance of land-sea interactions, related processes such as integrated coastal management, and the involvement of stakeholders for a successful implementation of maritime spatial planning in the Member States as well as globally;

Or. en

Amendment 27

Marie-Christine Arnautu

Draft opinion

Paragraph 3

Draft opinion

Amendment

3. Underlines the importance of the European Union Maritime Security Strategy (EUMSS) and calls on the **Commission** to include maritime security in external policy, bearing in mind that a large proportion of trade is transported by sea, more than 70 % of external borders are sea borders and it is necessary to guarantee the security of passengers transiting

3. Underlines the importance of the European Union Maritime Security Strategy (EUMSS) and calls on the **Member States concerned** to include maritime security in **their** external policy, bearing in mind that a large proportion of trade is transported by sea, more than 70 % of external borders are sea borders and it is necessary to guarantee the security of

through Union ports;

passengers transiting through Union ports;
calls on the Member States to take decisive measures to curb migratory flows in the Mediterranean, in particular by returning illegal immigrants to their port of embarkation and ending the activities of non-governmental organisations when they encourage illegal immigration;

Or. fr

Amendment 28 **Nicola Caputo**

Draft opinion **Paragraph 3**

Draft opinion

3. Underlines the importance of the European Union Maritime Security Strategy (EUMSS) and calls on the Commission to include maritime security in external policy, bearing in mind that a large proportion of trade is transported by sea, more than 70 % of external borders are sea borders and it is necessary to guarantee the security of passengers transiting through Union ports;

Amendment

3. Underlines the importance of the European Union Maritime Security Strategy (EUMSS) and calls on the Commission to include maritime security in external policy, bearing in mind that a large proportion of trade is transported by sea, more than 70 % of external borders are sea borders and it is necessary to guarantee the security of passengers transiting through Union ports; *invites the Commission to implement a specific security strategy for the Mediterranean sea, given its central role in the migratory issue;*

Or. en

Amendment 29 **Isabella De Monte**

Draft opinion **Paragraph 3**

Draft opinion

3. Underlines the importance of the European Union Maritime Security Strategy (EUMSS) and calls on the

Amendment

3. Underlines the importance of the European Union Maritime Security Strategy (EUMSS) and calls on the

Commission to include maritime security in external policy, bearing in mind that a large proportion of trade is transported by sea, more than 70 % of external borders are sea borders and it is necessary to guarantee the security of passengers transiting through Union ports;

Commission to include maritime security in external policy, bearing in mind that a large proportion of trade is transported by sea, more than 70 % of external borders are sea borders and it is necessary to guarantee the security of passengers transiting through Union ports; ***stresses, in addition, that maritime security also depends on the good management of migration flows;***

Or. it

Amendment 30
Nicola Caputo

Draft opinion
Paragraph 4

Draft opinion

4. Highlights the importance of boosting cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, combating cross-border crime and protecting the environment; stresses ***the importance of*** developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Amendment

4. Highlights the importance of boosting cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, combating cross-border crime and protecting the environment; ***considers crucial and utterly urgent a profound revision of the European policy toward the migratory phenomenon, with regards to the ports of arrival and costal surveillance;*** stresses ***out that a strategy for maritime security could play a fundamental role in the migratory issue, by*** developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities; ***points out the necessity of a common infrastructure for data sharing among maritime authorities of the Member states, with particular regard to their costal surveillance tasks;***

Or. en

Amendment 31
Isabella De Monte
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Draft opinion
Paragraph 4

Draft opinion

4. Highlights the importance of boosting cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, **combating** cross-border crime and **protecting** the environment; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Amendment

4. Highlights the importance of boosting cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, **especially by taking into account the growing migration flows and the need to combat** cross-border crime and **protect** the environment; **takes the view that these agencies should receive further, more substantial funding from the EU**; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Or. it

Amendment 32
Marie-Christine Arnautu

Draft opinion
Paragraph 4

Draft opinion

4. Highlights the importance of boosting cooperation between EMSA, Frontex **and EFCA to support** Member States **in promoting** maritime security, **combating** cross-border crime and **protecting** the environment; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Amendment

4. Highlights the importance of boosting cooperation between EMSA, Frontex, **EFCA and the competent national authorities in order for the Member States to be able, under the best possible conditions, to ensure** maritime security, **combat illegal immigration and** cross-border crime and **protect** the environment; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Or. fr

Amendment 33

Maria Grapini

Draft opinion

Paragraph 4

Draft opinion

4. Highlights the importance of boosting cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, combating cross-border crime and protecting the environment; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Amendment

4. Highlights the importance of boosting cooperation between EMSA, Frontex and EFCA to support Member States in promoting ***operational flexibility***, maritime security, combating cross-border crime and protecting the environment; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities, ***so as to improve passenger safety standards***;

Or. ro

Amendment 34

Mark Demesmaeker

Draft opinion

Paragraph 4

Draft opinion

4. Highlights the importance of boosting cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, combating cross-border crime and protecting the environment; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Amendment

4. Highlights the importance of boosting cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, combating cross-border crime and protecting the environment ***taking due account of the principle of subsidiarity and the existing international structures***; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Or. en

Amendment 35
Renaud Muselier

Draft opinion
Paragraph 4

Draft opinion

4. Highlights the importance of boosting cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, combating cross-border crime and protecting the environment; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Amendment

4. Highlights the importance of boosting cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, combating cross-border crime and protecting the environment; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities; ***stresses the importance of international action to ensure the success of the operations;***

Or. fr

Amendment 36
Cláudia Monteiro de Aguiar

Draft opinion
Paragraph 4

Draft opinion

4. Highlights the importance of ***boosting*** cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, combating cross-border crime and protecting the environment; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Amendment

4. Highlights the importance of ***continuing to boost*** cooperation between EMSA, Frontex and EFCA to support Member States in promoting maritime security, combating cross-border crime and protecting the environment; stresses the importance of developing digital solutions and advanced maritime technology such as CISE in order to improve surveillance and monitoring systems for maritime activities;

Or. pt

Amendment 37
Merja Kyllönen

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4 a. *Is deeply concerned about the ongoing migration crisis in the Mediterranean, in particular the humanitarian aspects but also the impact on maritime transport, including passenger ships, cruise ships and container ships, the safety of the vessels and of their crew and cargo, and general maritime safety;*

Or. en

Amendment 38
Keith Taylor

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4 a. *Stresses its support for EMSA to prevent and reduce pollution from offshore installations for the exploitation of gas and oil;*

Or. en

Amendment 39
Cláudia Monteiro de Aguiar

Draft opinion
Paragraph 5

Draft opinion

Amendment

5. Calls on Member States, regional and local authorities and private bodies to focus on innovation projects, blue *technologies* and the use of clean energy in order to promote *more ecological infrastructure and* maritime transport,

5. Calls on Member States, regional and local authorities and private bodies to focus on innovation projects, blue *biotechnologies* and the use of clean energy, *such as liquefied natural gas (LNG) to fuel vessels and the LNG blue*

through EFSI, the Horizon 2020 programme and the CEF; calls on the Commission to develop ocean partnerships with the main stakeholders in this area as a means of boosting cooperation on matters of common interest, such as Blue Growth;

corridors project connecting to the islands, in order to promote *and adapt infrastructures such as LNG terminals and more ecological* maritime transport, through EFSI, the Horizon 2020 programme and the CEF; calls on the Commission to develop ocean partnerships with the main stakeholders in this area as a means of boosting cooperation on matters of common interest, such as Blue Growth;

Or. pt

Amendment 40 **Andor Deli**

Draft opinion **Paragraph 5**

Draft opinion

5. Calls on Member States, regional and local authorities and private bodies to focus on innovation projects, blue technologies and the use of clean energy in order to promote more ecological infrastructure and maritime transport, through EFSI, the Horizon 2020 programme and the CEF; calls on the Commission to develop ocean partnerships with the main stakeholders in this area as a means of boosting cooperation on matters of common interest, such as Blue Growth;

Amendment

5. Calls on Member States, regional and local authorities and private bodies to focus on innovation projects, blue technologies and the use of clean energy in order to promote more ecological infrastructure and maritime transport, through EFSI, the Horizon 2020 programme and the CEF; calls on the Commission to develop ocean partnerships with the main stakeholders in this area as a means of boosting cooperation on matters of common interest, such as Blue Growth; *highlights that the protection of the oceans' ecosystem and biodiversity is also important;*

Or. en

Amendment 41 **Cláudia Monteiro de Aguiar**

Draft opinion **Paragraph 5**

Draft opinion

Amendment

5. Calls on Member States, regional and local authorities and private bodies to focus on innovation projects, blue technologies and the use of clean energy in order to promote more ecological infrastructure and maritime transport, through EFSI, the Horizon 2020 programme and the CEF; calls on the Commission to develop ocean partnerships with *the main stakeholders* in this area as a means of boosting cooperation on matters of common interest, such as Blue Growth;

5. Calls on Member States, regional and local authorities and private bodies to focus on innovation projects, blue technologies and the use of clean energy in order to promote more ecological infrastructure and maritime transport, through EFSI, the Horizon 2020 programme and the CEF; calls on the Commission to develop ocean partnerships with *key ocean players* in this area as a means of boosting cooperation on matters of common interest *in key areas of ocean governance, including* such as Blue Growth;

Or. en

Amendment 42
Gesine Meissner, Ulrike Rodust

Draft opinion
Paragraph 5

Draft opinion

5. Calls on Member States, regional and local authorities and private bodies to focus on innovation projects, blue technologies and the use of clean energy in order to promote more ecological infrastructure and maritime transport, through EFSI, the Horizon 2020 programme and the CEF; calls on the Commission to develop ocean partnerships with the *main stakeholders* in this area as a means of boosting cooperation on matters of common interest, such as Blue Growth;

Amendment

5. Calls on Member States, regional and local authorities and private bodies to focus on innovation projects, blue technologies and the use of clean energy in order to promote more ecological infrastructure and maritime transport, through EFSI, the Horizon 2020 programme and the CEF; calls on the Commission to develop ocean partnerships with the *key players* in this area as a means of boosting cooperation on matters of common interest, such as Blue Growth;

Or. en

Amendment 43
Maria Grapini

Draft opinion
Paragraph 5

Draft opinion

5. Calls on Member States, regional and local authorities and private bodies to focus on innovation projects, blue technologies and the use of clean energy in order to promote more ecological infrastructure and maritime transport, through EFSI, the Horizon 2020 programme and the CEF; calls on the Commission to develop ocean partnerships with the main stakeholders in this area as a means of boosting cooperation on matters of common interest, such as Blue Growth;

Amendment

5. Calls on Member States, regional and local authorities and private bodies to focus on innovation projects, blue technologies and the use of clean energy in order to promote more ecological infrastructure and maritime transport, through EFSI, the Horizon 2020 programme and the CEF; calls on the Commission to develop ocean partnerships with the main stakeholders in this area as a means of boosting cooperation on matters of common interest, such as Blue Growth ***and exchanges of best practice;***

Or. ro

Amendment 44
Merja Kyllönen

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Notes, that as a means to decarbonize the shipping sector BioLNG use should be promoted for use in sector; BioLNG produced from wastes through anaerobic digestion have high GHG savings potential. BioLNG, is a drop-in fuel for LNG powered ships, and the guarantee of origin system for biogas should be developed to allow grid injection of biomethane to meet the demand in ports;

Or. en

Amendment 45
Wim van de Camp

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. *Notes the urgent threat posed by the various plastic patches in the oceanic gyres; Calls on the Member States, local and regional authorities to support innovative, technological as well as financial, initiatives to clean these patches;*

Or. en

Amendment 46
Marie-Christine Arnautu

Draft opinion
Paragraph 6

Draft opinion

6. Stresses the importance of revising the Port Reception Facilities Directive, and invites Member States and the Commission to adopt a strategy in partnership with the IMO, third countries and industry for *the decarbonisation of the maritime sector, geared to the Paris Agreement targets and the need to establish an international system for the monitoring, reporting and verification of greenhouse gas emissions;*

Amendment

6. Stresses the importance of revising the Port Reception Facilities Directive, and invites Member States and the Commission to adopt a strategy in partnership with the IMO, third countries and industry for *a less polluting and more efficient maritime sector;*

Or. fr

Amendment 47
Renaud Muselier

Draft opinion
Paragraph 6

Draft opinion

6. Stresses the importance of revising the Port Reception Facilities Directive, and invites Member States and the Commission to adopt a strategy in partnership with the IMO, third countries and industry for the decarbonisation of the maritime sector,

Amendment

6. Stresses the importance of revising the Port Reception Facilities Directive, and invites Member States and the Commission to adopt a strategy in partnership with the IMO, third countries and industry for the decarbonisation of the maritime sector,

geared to the Paris Agreement targets and the need to establish an international system for the monitoring, reporting and verification of greenhouse gas emissions;

geared to the Paris Agreement targets and the need to establish an international system for the monitoring, reporting and verification of greenhouse gas emissions; ***stresses the urgent need to establish a pricing mechanism at international level in cooperation with the IMO, in order to contribute to reducing CO₂ emissions in maritime transport through coordinated action;***

Or. fr

Amendment 48

Cláudia Monteiro de Aguiar

Draft opinion

Paragraph 6

Draft opinion

6. Stresses the importance of revising the Port Reception Facilities Directive, and invites Member States and the Commission to adopt a strategy in partnership with the IMO, third countries and industry for the decarbonisation of the maritime sector, geared to the Paris Agreement targets and the need to establish an international system for the monitoring, reporting and verification of greenhouse gas emissions;

Amendment

6. Stresses the importance of revising the Port Reception Facilities Directive, and invites Member States and the Commission to adopt a strategy in partnership with the IMO, third countries and industry for the decarbonisation of the maritime sector, geared to the Paris Agreement targets and the need to establish an international system for the monitoring, reporting and verification of greenhouse gas emissions, ***focusing in particular on regions fully dependent on maritime transport.***

Or. pt

Amendment 49

Gesine Meissner, Ulrike Rodust

Draft opinion

Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Stresses the threat of marine litter to the oceans and its crucial importance to achieve good environmental status for

marine waters and therefore urges the Commission to intensify its efforts to combat marine litter in Europe and globally by addressing land-based sources through reducing drastically the amount of litter produced and increasing the level of recyclability as well as by addressing sea-based sources through tackling the problem of illegal dumping of waste such as fishing gear, the increasing amount of disposed wastewater outside the territorial waters and supporting financially the collection of marine litter as well as the improvement of waste management systems in ports and harbours;

Or. en

Amendment 50
Keith Taylor

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Encourages the Commission and the Member States to intensify their efforts for a more coherent and cross-border enforcement of Directive 2005/35/EC on 'ship source pollution';

Or. en

Amendment 51
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a. States that the discharge of garbage from ships is a serious element of the problem of marine debris;

Or. en

Amendment 52
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 6 b (new)

Draft opinion

Amendment

6 b. States that the major obstacle to the implementation of MARPOL has been the lack of, or insufficient, reception facilities in many ports worldwide; takes note that inadequate port reception facilities are a particularly acute problem especially for small island developing States, whose ports are frequently visited by cruise ships of a capacity larger than their facilities can handle; therefore calls on the Member States to support developing Countries and particularly Small Island Development States to better implement the MARPOL convention and thereby protect the environment and livelihoods of people in harbour areas;

Or. en

Amendment 53
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 6 c (new)

Draft opinion

Amendment

6 c. Stresses that action by both the Member States and the Commission to tackle the illegal export and dumping of plastic waste need to be stepped up, including stricter enforcement of EU shipment regulations, as well as stricter monitoring and inspection schemes at ports and at all waste treatment facilities, targeting suspected illegal transfers and combating the export of waste for reuse, and to ensure that exports only go to facilities that fulfil the requirements of

environmentally sound management, as laid down in Article 49 of the Waste Shipment Regulation;

Or. en

Amendment 54
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 6 d (new)

Draft opinion

Amendment

6 d. *States that the exchange of ballast water is a possible route to avoid the introduction of invasive alien species;stresses that while the IMO Ballast Water Convention, which is intended to control and manage this problem, will soon enter into force, its successful implementation will depend on more widespread ratification;*

Or. en

Amendment 55
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 6 e (new)

Draft opinion

Amendment

6 e. *Underlines that maritime transport has an impact on the global climate and on air quality, as a result both of CO2 emissions and non-CO2 emissions, such as nitrogen oxides, sulphur oxides, methane, particulate matter and black carbon;*

Or. en

Amendment 56

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Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 6 f (new)

Draft opinion

Amendment

6 f. *Notes that the Third IMO Greenhouse Gas Study of 2014 states that, depending on future economic and energy developments, maritime CO2 emissions are projected to increase by 50 % to 250 % in the period up to 2050, while Parliament's 2015 study entitled 'Emission Reduction Targets for International Aviation and Shipping' states that if an IMO action plan to combat climate change were further postponed, the share of maritime CO2 emissions within global GHG emissions might rise substantially to 17 % for maritime transport by 2050; stresses therefore that shipping would alone consume a large share of the remaining green house budget to limit the temperature increase to well below 2 degree Celsius;*

Or. en

Amendment 57
Ulrike Rodust

Draft opinion
Paragraph 6 g (new)

Draft opinion

Amendment

6 g. *Reiterates that, in accordance with the Paris Agreement, all sectors of the economy are required to contribute to the reduction of CO2 emissions; urges the adoption by the IMO of a clear emissions target and near-term immediate abatement measures by 2018 to reduce international maritime CO2 emissions at global level in line with the goals set by the Paris Agreement; notes, furthermore, that in the absence of a comparable*

system operating under the IMO, CO2 emissions emitted in Union ports and during voyages to and from Union ports of call, shall be accounted for through the EU Emissions Trading Scheme or a comparable robust pricing mechanism, to be operational from 2023;

Or. en

Amendment 58
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 6 h (new)

Draft opinion

Amendment

6 h. Notes that nitrogen oxide emissions especially in port cities and coastal areas are generated to a large extent by shipping and are a major concern for public health and environmental protection in Europe; regrets that overall nitrogen oxide emissions from shipping in the EU remain largely unregulated and, if left unabated, are estimated to surpass land-based nitrogen oxide emissions already in 2020;

Or. en

Amendment 59
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 6 i (new)

Draft opinion

Amendment

6 i. Calls on the respective bodies to ensure a level playing field internationally with regards to sulphur- and nitrogen oxide-emissions, by adapting the respective limit values to the lowest existing limit values; calls on the

Commission to explore and propose measures to significantly reduce the nitrogen oxide emissions from the existing fleet, including an impact assessment of a possible introduction of a nitrogen oxide levy and fund system to reach considerable reductions fast and effectively;

Or. en

Amendment 60
Ulrike Rodust

Draft opinion
Paragraph 6 j (new)

Draft opinion

Amendment

6 j. Calls on the Commission to draw up, by 2020 at the latest, a proposal addressing the use and installation of land-generated electricity by ships at berth in EU ports to reduce emissions within the harbour areas, taking into account the pollutants such as sulphur dioxide (SO₂), nitrogen oxides (NO_x), black carbon and particulate matter (PM) emitted by ships using their auxiliary engines to generate electrical power for communications, lighting, ventilation and other on-board equipment when anchored in ports;

Or. en

Amendment 61
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 6 k (new)

Draft opinion

Amendment

6 k. Calls on the Commission and the Member States to assess and to promote the application of speed restrictions to ships on IMO level in order to reduce

emissions, taking into account the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP) and the fact that speed limits in the road and rail sector is commonplace; underlines that the internal and external economic benefit of lower ship speeds outweigh the costs; notes that slow steaming is comparatively easy to monitor and to enforce, imposing a low administrative burden on stakeholders;

Or. en

Amendment 62
Ulrike Rodust

Draft opinion
Paragraph 61 (new)

Draft opinion

Amendment

61. Reiterates its 2017 call from the Arctic resolution^{1a} for the Commission and the Member States to take all necessary measures to play an active role in facilitating the ban on the use and carriage as ship fuel of heavy fuel oil (HFO) in fuel tanks of vessels navigating the Arctic seas through the International Convention for the Prevention of Pollution from Ships (MARPOL) as it is currently regulated for the waters surrounding Antarctica; invites the Commission to include the environmental, health and climate risks of the use of HFO in its position on International Ocean Governance; calls on the Commission, in the absence of adequate international measures, to put forward proposals on rules for vessels calling at EU ports prior to journeys through Arctic waters, with a view to prohibiting the use and carriage (as fuel in bunker tanks) of HFO;

^{1a} 2016/2228(INI)

Amendment 63
Ulrike Rodust, Gesine Meissner

Draft opinion
Paragraph 6 m (new)

Draft opinion

Amendment

6 m. *Calls on the European Commission and the EU member states to work actively towards rapid finalisation of the protracted IMO work plan on reducing black carbon (BC) emissions from ships sailing in the Arctic with the view of slowing down rapid temperature increases and the accelerated melting of polar ice in the region;*

Or. en

Amendment 64
Cláudia Monteiro de Aguiar

Draft opinion
Paragraph 7

Draft opinion

Amendment

7. Notes that the automation and digitisation of the maritime sector entail improved digital skills and qualifications and emphasises that this represents an opportunity to attract young people; calls on the Commission to put forward initiatives in this area;

7. Notes that the automation and digitisation of the maritime sector entail improved digital skills and qualifications and emphasises that this represents an opportunity to attract young people; calls on the Commission to put forward initiatives in this area, ***developing joint initiatives for the recognition of qualifications and promoting various marine and maritime activities;***

Or. pt

Amendment 65
Renaud Muselier

Draft opinion
Paragraph 8

Draft opinion

8. Regrets the lack of any reference to coastal and maritime tourism, bearing in mind its impact on coastal, island and outermost regions, and calls for the implementation of a European tourism strategy within the framework of the International Ocean Forum.

Amendment

8. Regrets the lack of any reference to coastal and maritime tourism, bearing in mind its impact on coastal, island and outermost regions, and calls for the implementation of a European tourism strategy within the framework of the International Ocean Forum;***insists on the implementation of the Commission's strategy on plastic and other marine waste, from which coastal areas are the first to suffer;given that disturbances in the marine environment have an extremely negative impact on attractiveness for tourism and an unavoidable economic impact on all activities in the outermost regions, calls for an international coalition to reduce the volume of waste reaching our shores;***

Or. fr

Amendment 66
Cláudia Monteiro de Aguiar

Draft opinion
Paragraph 8

Draft opinion

8. Regrets the lack of any reference to coastal and maritime tourism, bearing in mind its impact on coastal, island and outermost regions, and calls for the implementation of a European tourism strategy within the framework of the International Ocean Forum.

Amendment

8. Regrets the lack of any reference to coastal and maritime tourism, bearing in mind its impact on coastal, island and outermost regions, and calls for the implementation of a European tourism strategy within the framework of the International Ocean Forum, ***involving the regions in the pan-European dialogue for an exchange of best practices regarding the smart governance of coastal and maritime tourism;***.

Or. pt

Amendment 67
Nicola Caputo

Draft opinion
Paragraph 8

Draft opinion

8. Regrets the lack of any reference to coastal and maritime tourism, bearing in mind its impact on coastal, island and outermost regions, and calls for the implementation of a European tourism strategy within the framework of the International Ocean Forum.

Amendment

8. Regrets the lack of any reference to coastal and maritime tourism, bearing in mind its impact on coastal, island and outermost regions, and calls for the implementation of a European tourism strategy within the framework of the International Ocean Forum; ***invites the Commission to implement a specific touristic strategy for the 'lagging regions', some of which have considerable potentialities linked to their costal and maritime environments;***

Or. en

Amendment 68
Gesine Meissner, Ulrike Rodust

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8 a. Urges the Commission to strengthen the maritime cooperation and capacity building in the framework of its external policy framework such as development cooperation and trade agreements, in particular Sustainable Fisheries Partnership Agreements, to build capacities to tackle the impacts of climate change, marine litter as well as for a better ocean governance and a sustainable blue growth;

Or. en

Amendment 69
Mark Demesmaecker

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8 a. *Notes that pollution has a negative effect on the tourism sector which is of great importance for the European economy. Therefore calls for measures to reduce drastically the amount of litter at sea and urges the Member States to prevent microplastics from being discharged into the marine environment;*

Or. en

Amendment 70
Keith Taylor

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8 a. *Underlines that the transport and tourism sectors have a considerable impact on climate change and that SME tourism businesses at the coasts and islands can have earlier and bigger damages from climate change;*

Or. en

Amendment 71
Gesine Meissner, Ulrike Rodust

Draft opinion
Paragraph 8 b (new)

Draft opinion

Amendment

8 b. *Calls to intensify efforts to increase ocean literacy in Europe and globally through a closer cooperation and*

exchange between researchers, stakeholders, decision-makers and the public with a strong focus on educational programmes on the importance of oceans and seas as well as information about careers in the blue economy;

Or. en

Amendment 72
Gesine Meissner, Ulrike Rodust

Draft opinion
Paragraph 8 c (new)

Draft opinion

Amendment

8 c. Calls in accordance with the UN Our Ocean, Our Future: Call for Action for thorough assessments on the state of the ocean, based on science and traditional knowledge systems;

Or. en

Amendment 73
Gesine Meissner, Ulrike Rodust

Draft opinion
Paragraph 8 d (new)

Draft opinion

Amendment

8 d. Emphasises the importance to include coastal local authorities and outermost regions in the process to bring international ocean governance closer to EU citizens;

Or. en

Amendment 74
Gesine Meissner, Ulrike Rodust

Draft opinion

Paragraph 8 e (new)

Draft opinion

Amendment

8 e. Stresses that ocean governance should build on the best available knowledge and therefore calls for increased research and innovation to govern the ocean and its resources in a way which ensures the conservation and restoration of marine ecosystems, including the sustainability of the exploitation of its resources.

Or. en