



**2018/0012(COD)**

19.7.2018

# **AMENDMENTS**

## **29 - 271**

**Draft report**  
**Gesine Meissner**  
(PE620.820v01-00)

Port reception facilities for the delivery of waste from ships

Proposal for a directive  
(COM(2018)0033 – C8-0014/2018 – 2018/0012(COD))



## Amendment 29

Nicola Caputo, Isabella De Monte, Renata Briano

### Proposal for a directive

#### Recital 2

*Text proposed by the Commission*

(2) The International Convention on the Prevention of Pollution from Ships ('MARPOL Convention') provides for general prohibitions on discharges from ships at sea, but also regulates the conditions under which certain types of waste can be discharged into the marine environment. The MARPOL Convention requires Member States to ensure the provision of adequate reception facilities in ports.

*Amendment*

(2) The International Convention on the Prevention of Pollution from Ships ('MARPOL Convention') provides for general prohibitions on discharges from ships **and fixed or floating platforms** at sea, but also regulates the conditions under which certain types of waste can be discharged into the marine environment. The MARPOL Convention requires Member States to ensure the provision of adequate reception facilities in ports.

Or. it

*Justification*

*MARPOL also regulates discharges of fixed or floating platforms that should be added here.*

## Amendment 30

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin

### Proposal for a directive

#### Recital 2

*Text proposed by the Commission*

(2) The International Convention on the Prevention of Pollution from Ships ('MARPOL Convention') provides for general prohibitions on discharges from ships at sea, but also regulates the conditions under which certain types of waste can be discharged into the marine environment. The MARPOL Convention requires Member States to ensure the provision of adequate reception facilities in ports.

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**Amendment 31**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Recital 2**

*Text proposed by the Commission*

(2) The International Convention on the Prevention of Pollution from Ships ('MARPOL Convention') provides for general prohibitions on discharges from ships at sea, but also regulates the conditions under which certain types of waste can be discharged into the marine environment. The MARPOL Convention requires Member States to ensure the provision of adequate reception facilities in ports.

*Amendment*

(2) The International Convention on the Prevention of Pollution from Ships ('MARPOL Convention') provides for general prohibitions on discharges from ships **and fixed or floating platforms** at sea, but also regulates the conditions under which certain types of waste can be discharged into the marine environment. The MARPOL Convention requires Member States to ensure the provision of adequate reception facilities in ports.

*Justification*

*Alignment to MARPOL which includes platforms in its scope*

**Amendment 32**  
**Merja Kyllönen**

**Proposal for a directive**  
**Recital 5 a (new)**

*Text proposed by the Commission*

*Amendment*

***(5a) The overarching objective of the Directive is to prevent discharges of ship waste into the sea. Therefore, waste from repair works and sediments from cleaning or repair of ballast tanks should not fall under the scope of the Directive, as they are always discharged on land when a ship is at berth or on dry dock. Waste from repair works and sediments from***

*cleaning or repair of ballast tanks are regulated by the EU waste legislation and the IMO Ballast Water Management Convention respectively.*

Or. en

*Justification*

*Waste from repair works and sediments from cleaning or repair of ballast tanks should not fall under the scope of the Directive which aims to prevent waste discharges into the sea. Waste from repair works is always discharged on land and falls under the scope of the EU waste legislation.*

**Amendment 33**  
**Tania González Peñas**

**Proposal for a directive**  
**Recital 5 a (new)**

*Text proposed by the Commission*

*Amendment*

*(5a) Member States should be urged to adopt discharge bans for wastewater from open loop scrubbers and certain cargo residues on their territorial waters.*

Or. es

**Amendment 34**  
**Ivo Belet**

**Proposal for a directive**  
**Recital 7**

*Text proposed by the Commission*

*Amendment*

(7) In spite of these regulatory developments, discharges of waste at sea still occur. *This is due to a combination of factors, namely adequate port reception facilities are not always available in ports, enforcement is often insufficient and there is a lack of* incentives to deliver the waste

(7) In spite of these regulatory developments, discharges of waste at sea still occur. *To adhere to the polluter-pays-principle in this context, enforcement of existing regulation should be further improved, also by bettering monitoring of discharges of waste at sea through the use of advanced technologies. However full*

onshore.

***monitoring will never be achieved and a need to increase*** incentives to deliver the waste onshore ***remains***.

Or. en

**Amendment 35**  
**Ivo Belet**

**Proposal for a directive**  
**Recital 8**

*Text proposed by the Commission*

(8) Directive 2000/59/EC has contributed to increasing volumes of waste being delivered to port reception facilities since its entry into force, and ***as such*** has been instrumental in reducing waste discharges at sea, as was revealed in the REFIT Evaluation of the Directive.

*Amendment*

(8) ***Under the Directive 2000/59/EC, all ships calling at European ports already have to contribute to the costs of port reception facilities irrespective of actual use of facilities. As such,*** Directive 2000/59/EC has contributed to increasing volumes of waste being delivered to port reception facilities since its entry into force, and has been instrumental in reducing waste discharges at sea, as was revealed in the REFIT Evaluation of the Directive.

Or. en

**Amendment 36**  
**Ivo Belet**

**Proposal for a directive**  
**Recital 9**

*Text proposed by the Commission*

(9) The REFIT Evaluation has also demonstrated that Directive 2000/59/EC has not been fully effective due to inconsistencies with the MARPOL framework. In addition, Member States have developed different interpretations of the key concepts in the Directive, such as

*Amendment*

(9) The REFIT Evaluation has also demonstrated that Directive 2000/59/EC has not been fully effective due to inconsistencies with the MARPOL framework. In addition, Member States have developed different interpretations of the key concepts in the Directive, such as

adequacy of the facilities, advance waste notification and the mandatory delivery of waste to port reception facilities, and exemptions for ships in scheduled traffic. The evaluation called for more harmonisation of those concepts and further alignment with the MARPOL Convention in order to avoid unnecessary administrative burden on both ports and port users.

adequacy of the facilities, advance waste notification and the mandatory delivery of waste to port reception facilities, and exemptions for ships in scheduled traffic. The evaluation called for more harmonisation of those concepts and further alignment with the MARPOL Convention in order to avoid unnecessary administrative burden on both ports and port users. ***Full alignment of the delivery obligation with the discharge rules laid down in the MARPOL Convention is necessary.***

Or. en

### **Amendment 37** **Merja Kyllönen**

#### **Proposal for a directive** **Recital 10**

##### *Text proposed by the Commission*

(10) The Directive is also instrumental for the application of the main environmental legislation and principles in the context of ports and the management of waste from ships. In particular, Directive 2008/98/EC of the European Parliament and the Council<sup>21</sup>, as well as Directive 2008/56/EC of the European Parliament and the Council<sup>22</sup>, are relevant instruments in this regard.

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<sup>21</sup> Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing

##### *Amendment*

(10) The Directive is also instrumental for the application of the main environmental legislation and principles in the context of ports and the management of waste from ships. In particular, Directive 2008/98/EC of the European Parliament and the Council<sup>21</sup>, as well as Directive 2008/56/EC of the European Parliament and the Council<sup>22</sup>, are relevant instruments in this regard. ***In this context, EU shall provide sufficient financial resources to fight against the climate change where the condition of the seas play a key role. Therefore the eligibility criteria for all EU funding to ports shall be that the funding enhances the reduction of greenhouse gas emissions.***

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<sup>21</sup> Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing

certain Directives (OJ L 312, 22.11.2008, p.3).

<sup>22</sup> Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for community action in the field of marine environmental policy (Marine Strategy Framework Directive) (OJ L 164, 25.6.2008, p.19).

certain Directives (OJ L 312, 22.11.2008, p.3).

<sup>22</sup> Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for community action in the field of marine environmental policy (Marine Strategy Framework Directive) (OJ L 164, 25.6.2008, p.19).

Or. en

### **Amendment 38** **Maria Grapini**

#### **Proposal for a directive** **Recital 12**

##### *Text proposed by the Commission*

(12) Separate collection of waste from ships, including derelict fishing gear, is necessary to ensure its further recovery in the downstream waste management chain. Garbage is *often* segregated on board of ships in accordance with international norms and standards *and* Union legislation *should* ensure that these efforts of on-board waste segregation are not undermined by a lack of arrangements for separate collection on shore.

##### *Amendment*

(12) Separate collection of waste from ships, including derelict fishing gear, is necessary to ensure its further recovery in the downstream waste management chain. Garbage is segregated on board of ships in accordance with international norms and standards. *The* Union legislation ensure that these efforts of on-board waste segregation are not undermined by a lack of arrangements for separate collection on shore.

Or. en

### **Amendment 39** **Maria Grapini**

#### **Proposal for a directive** **Recital 12 a (new)**

##### *Text proposed by the Commission*

##### *Amendment*

**(12a) In order to ensure a more efficient management of the waste transfer to the**



*port reception facilities, it is necessary to enter a heading in the registration forms after the "type of waste " column, according to the MARPOL classification, with the European classification " waste code" in accordance with the Regulation (EC) No. 1013/2006 on the same standard form proposed in Annex II to the Directive 2000/59/EC.*

Or. en

#### **Amendment 40**

**Nicola Caputo, Isabella De Monte, Renata Briano**

#### **Proposal for a directive**

#### **Recital 13**

*Text proposed by the Commission*

(13) Although the majority of marine litter originates from land-based activities, the shipping industry, including the fishing and recreational sectors, is also an important contributor, with discharges of garbage, including plastic and derelict fishing gear, going directly into the sea.

*Amendment*

(13) Although the majority of marine litter originates from land-based activities, the shipping industry, including the fishing and recreational sectors, is also an important contributor, with discharges of garbage, including plastic and derelict fishing gear, going directly into the sea. ***Fixed or floating platforms also contribute to marine litter and should be required to deliver their waste to Union ports at regular intervals.***

Or. it

*Justification*

*The revised Directive should also deal with waste from fixed or floating platforms.*

#### **Amendment 41**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

#### **Proposal for a directive**

#### **Recital 13**

*Text proposed by the Commission*

(13) Although the majority of marine litter originates from land-based activities, the shipping industry, including the fishing and recreational sectors, is also an important contributor, with discharges of garbage, including plastic and derelict fishing gear, going directly into the sea.

*Amendment*

(13) Although the majority of marine litter originates from land-based activities, the shipping industry, including the fishing and recreational sectors, is also an important contributor, with discharges of garbage, including plastic and derelict fishing gear, going directly into the sea.  
***Offshore platforms, either fixed or floating, should also be required to deliver their waste to Union ports, given their significant contribution to marine litter.***

Or. en

**Amendment 42**  
**Tania González Peñas**

**Proposal for a directive**  
**Recital 13**

*Text proposed by the Commission*

(13) Although the majority of marine litter originates from land-based activities, the shipping industry, including the fishing and recreational sectors, is also an important contributor, with discharges of garbage, including plastic and derelict fishing gear, going directly into the sea.

*Amendment*

(13) Although the majority of marine litter originates from land-based activities, the shipping industry, including the fishing and recreational sectors, is also an important contributor, with discharges of garbage, including plastic and derelict fishing gear, going directly into the sea.  
***The Commission has calculated that 27% of the marine litter which ends up on European coasts is fishing gear containing plastic debris.***

Or. es

**Amendment 43**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Recital 13**

*Text proposed by the Commission*

*Amendment*

(13) Although the majority of marine litter originates from land-based activities, the shipping industry, including the fishing and recreational sectors, is also an important contributor, with discharges of garbage, including plastic and derelict fishing gear, going directly into the sea.

(13) Although the majority of marine litter originates from land-based activities, the shipping industry, including the fishing and recreational sectors, is also an important contributor, with discharges of garbage, including plastic and derelict fishing gear, going directly into the sea.  
***Fixed or floating platforms should also be required to deliver their waste to port reception facilities regularly.***

Or. en

*Justification*

*Offshore platforms are currently not covered by the PRF Directive. In 2015, the EU had 232 offshore platforms that staffed approximately 100-200 people each. Analysts have concluded that they constitute 'a significant proportion of sources of at-sea-waste'. Their waste should therefore also be covered by this Directive aiming to minimise discharge of litter into the sea.*

**Amendment 44**  
**Rosa D'Amato**

**Proposal for a directive**  
**Recital 13**

*Text proposed by the Commission*

*Amendment*

(13) Although the majority of marine litter originates from land-based activities, the shipping industry, ***including the fishing and recreational sectors***, is also ***an important*** contributor, with discharges of garbage, including plastic and derelict fishing gear, going directly into the sea.

(13) Although the majority of marine litter originates from land-based activities, the shipping industry is also ***a*** contributor, with discharges of garbage, including plastic and derelict fishing gear, going directly into the sea.

Or. it

*Justification*

*This is an attribution of responsibility that has never been demonstrated and quantified.*

**Amendment 45**

**Elissavet Vozemberg-Vrionidi**

**Proposal for a directive**

**Recital 17**

*Text proposed by the Commission*

(17) To ensure adequacy of port reception facilities, the development and re-assessment of the waste reception and handling plan is essential, based on consultation of all relevant port users. For practical and organisational reasons, neighbouring ports in the same region may want to develop a joint plan, covering the availability of port reception facilities in each of the ports covered by the plan while providing a common administrative framework.

*Amendment*

(17) To ensure adequacy of port reception facilities, the development and re-assessment of the waste reception and handling plan is essential, based on consultation of all relevant port users. For practical and organisational reasons, neighbouring ports in the same **geographical** region may want to develop a joint plan, covering the availability of port reception facilities in each of the ports covered by the plan while providing a common administrative framework.

Or. en

*Justification*

*A clarification is necessary that ports that could develop a joint waste reception and handling plan of the same, should not necessarily come from the same administrative region.*

**Amendment 46**

**Deirdre Clune**

**Proposal for a directive**

**Recital 17 a (new)**

*Text proposed by the Commission*

*Amendment*

***(17a) It can be challenging to adopt and monitor waste reception and handling plans for small ports, such as mooring areas and marinas, which receive low traffic, mostly recreational crafts, or are only in use during part of the year. The waste from those small ports is normally handled by the municipal waste management system according to the principles of Directive 2008/98/EC revised by Directive (EU) 2018/851. In order not to overburden the local authorities and***

*facilitate the waste management in such small ports, it should be sufficient that the waste from local mooring areas and marinas is included in the municipal waste stream and managed accordingly, and that the port makes information regarding waste reception available to the users of the port.*

Or. en

**Amendment 47**  
**Rolandas Paksas**

**Proposal for a directive**  
**Recital 17 a (new)**

*Text proposed by the Commission*

*Amendment*

*(17a) It can be challenging to adopt and monitor waste reception and handling plans for small ports, such as mooring areas and marinas, which receive low traffic, mostly recreational crafts, or only are in use during part of the year. The waste from those small ports is normally handled by the municipal waste management system according to the principles of Directive 2008/98/EC revised by Directive (EU) 2018/851. In order not to overburden the local authorities and facilitate the waste management in such small ports, it should be sufficient that the waste from local mooring areas and marinas is included in the municipal waste stream and managed accordingly, and that the port makes information regarding waste reception available to the users of the port.*

Or. en

**Amendment 48**  
**Renaud Muselier, Franck Proust, Alain Cadec**

**Proposal for a directive**  
**Recital 18**

*Text proposed by the Commission*

(18) To address the problem of marine litter effectively, it is fundamental to provide the right level of incentives for the delivery of waste to port reception facilities, in particular garbage. This can be achieved through a cost recovery system, which requires the application of an indirect fee, which is due irrespective of the delivery of waste and which should give a right of delivery of the waste without any additional direct charges. The fishing and recreational sector, given their contribution to the occurrence of marine litter, should also be included in this system.

*Amendment*

(18) To address the problem of marine litter effectively, it is fundamental to provide the right level of incentives for the delivery of waste to port reception facilities, in particular garbage. This can be achieved through a cost recovery system, which requires the application of an indirect fee, which is due irrespective of the delivery of waste and which should give a right of delivery of the waste without any additional direct charges.  
***However, if a vessel delivers an exceptionally large volume of the types of waste included in Annex V to the Marpol Convention and that volume exceeds the volume put down in the reception and handling plan, an additional direct fee may be charged in order to ensure that the costs related to receiving that waste do not cause a disproportionate burden on a port's cost recovery system.*** The fishing and recreational sector, given their contribution to the occurrence of marine litter, should also be included in this system.

Or. fr

**Amendment 49**  
**Rolandas Paksas**

**Proposal for a directive**  
**Recital 18**

*Text proposed by the Commission*

(18) To address the problem of marine litter effectively, it is fundamental to provide the right level of incentives for the delivery of waste to port reception

*Amendment*

(18) To address the problem of marine litter effectively, it is fundamental to provide the right level of incentives for the delivery of waste to port reception

facilities, in particular garbage. This can be achieved through a cost recovery system, which requires the application of an indirect fee, which is due irrespective of the delivery of waste and which should give a right of delivery of the waste without any additional direct charges. The fishing and recreational sector, given their contribution to the occurrence of marine litter, should also be included in this system.

facilities, in particular garbage. This can be achieved through a cost recovery system, which requires the application of an indirect fee, which is due irrespective of the delivery of waste and which should give a right of delivery of the waste without any additional direct charges. ***However, in case a ship delivers an exceptional amount of Annex V waste which exceeds the maximum dedicated storage capacity as set by the waste reception and handling plan, an additional direct fee may be charged in order to ensure that the costs related to hosting this exceptional amount of waste do not cause a disproportionate burden on a port's cost recovery system.*** The fishing and recreational sector, given their contribution to the occurrence of marine litter, should also be included in this system.

Or. en

#### *Justification*

*The proposal aims at applying an indirect fee covering all the indirect costs for the use of the port reception facilities for solid waste in order to ensure a right to deliver waste without additional direct charge for ships.*

#### **Amendment 50** **Karima Delli, Keith Taylor**

#### **Proposal for a directive** **Recital 18**

##### *Text proposed by the Commission*

(18) To address the problem of marine litter effectively, it is fundamental to provide the right level of incentives for the delivery of waste to port reception facilities, in particular garbage. This can be achieved through a cost recovery system, which requires the application of an indirect fee, which is due irrespective of

##### *Amendment*

(18) To address the problem of marine litter effectively, it is fundamental to provide the right level of incentives for the delivery of waste to port reception facilities, in particular garbage. This can be achieved through a cost recovery system, which requires the application of an indirect fee, which is due irrespective of

the delivery of waste and which should give a right of delivery of the waste without any additional direct charges. The fishing and recreational sector, given their contribution to the occurrence of marine litter, should also be included in this system.

the delivery of waste and which should give a right of delivery of the waste without any additional direct charges. ***Nonetheless, ship managers should also work toward the reduction of waste generated on board.*** The fishing and recreational sector, given their contribution to the occurrence of marine litter, should also be included in this system.

Or. en

**Amendment 51**  
**Rosa D'Amato**

**Proposal for a directive**  
**Recital 18**

*Text proposed by the Commission*

(18) To address the problem of marine litter effectively, it is fundamental to provide the right level of incentives for the delivery of waste to port reception facilities, in particular garbage. This can be achieved through a cost recovery system, which requires the application of an indirect fee, which is due irrespective of the delivery of waste and which should give a right of delivery of the waste without any additional direct charges. The ***fishing and*** recreational sector, given ***their*** contribution to the occurrence of marine litter, should also be included in this system.

*Amendment*

(18) To address the problem of marine litter effectively, it is fundamental to provide the right level of incentives for the delivery of waste to port reception facilities, in particular garbage. This can be achieved through a cost recovery system, which requires the application of an indirect fee, which is due irrespective of the delivery of waste and which should give a right of delivery of the waste without any additional direct charges. The recreational sector, given ***its*** contribution to the occurrence of marine litter, should also be included in this system.

Or. it

**Amendment 52**  
**Rosa D'Amato**

**Proposal for a directive**  
**Recital 18 a (new)**



***(18a) As regards vessels which conduct fishing activities:***

***– the delivery of waste collected passively at sea should be excluded from the cost recovery system and, on the contrary, should be incentivised through a compensation scheme;***

***as regards the disposal of nets no longer in use:***

***– large vessels should be subject to an appropriate indirect fee, which can contribute to the collection and disposal of such nets in port reception facilities;***

***– small vessels should be subject to an indirect, reduced fee.***

Or. it

*Justification*

*A distinction has to be made between 'intentional waste' and 'accidental waste'. The collection of accidental waste should be incentivised via a form of compensation for those vessels whose main activity (fishing) can under no circumstances be treated in the same way as the carriage of goods or passengers. A further distinction should be made between large and small fishing vessels as regards the disposal of nets no longer in use. Both will have to contribute by means of an indirect tax (different from that provided for by the cost recovery system) that is appropriate or reduced depending on the size of the fishing vessel.*

**Amendment 53**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**

**Recital 18 a (new)**

***(18a) Fishing nets are particularly problematic given their high turnover and require a specific approach which should include measures to prevent accidental losses, dumping of old, derelict or unusable fishing gear, as well as measures to support the delivery of***

*passively fished waste, which often contains lost fishing gear.*

Or. en

**Amendment 54**

**Nicola Caputo, Isabella De Monte, Renata Briano**

**Proposal for a directive**

**Recital 18 a (new)**

*Text proposed by the Commission*

*Amendment*

*(18a) To promote the delivery of passively fished waste collected in nets during normal fishing operations, Member States should cover the costs associated with its collection in port reception facilities and subsequent management with revenues generated by alternative income sources.*

Or. it

*Justification*

*It is important for this Directive also to address passively fished waste. The delivery of passively fished waste should not result in additional costs for fishing vessels. The costs of collection of passively fished waste in port reception facilities and its subsequent management should be financed by alternative income sources.*

**Amendment 55**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**

**Recital 18 b (new)**

*Text proposed by the Commission*

*Amendment*

*(18b) To encourage the delivery of passively fished waste collected during fishing operations, Member States should establish dedicated collection centres in ports and cover the costs associated with its collection and management with*

*revenues generated by alternative income sources.*

Or. en

**Amendment 56**  
**Merja Kyllönen**

**Proposal for a directive**  
**Recital 19**

*Text proposed by the Commission*

(19) *The ‘Green Ship’ concept should be further developed in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.*

*Amendment*

(19) *Voluntary application of reduced fees for vessels that demonstrate good waste management practices beyond the required standards which result in the generation of reduced quantities of waste should be rewarded.*

Or. en

**Amendment 57**  
**Elissavet Vozemberg-Vrionidi**

**Proposal for a directive**  
**Recital 19**

*Text proposed by the Commission*

(19) *The ‘Green Ship’ concept should be further developed in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.*

*Amendment*

(19) *Voluntary application of reduced fees for vessels that demonstrate good waste management practices beyond the required standards which result in the generation of reduced quantities of waste, should be welcomed.*

Or. en

*Justification*

*Voluntary schemes providing reduced fees should be welcomed. However, the introduction of mandatory rebates fails to take into account that the waste fee system is already highly regulated.*

**Amendment 58**  
**Miltiadis Kyrkos, Knut Fleckenstein**

**Proposal for a directive**  
**Recital 19**

*Text proposed by the Commission*

(19) *The ‘Green Ship’ concept should be further developed in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.*

*Amendment*

(19) *Voluntary application of reduced fees for vessels that demonstrate good waste management practices beyond the required standards which result in the generation of reduced quantities of waste, should be welcomed.*

Or. en

*Justification*

*Voluntary schemes providing reduced fees should be encouraged. However, making rebates mandatory fails to take into account that the waste fee system is already highly regulated. Mandatory rebates would be an interference with ports’ strategy to award ships that perform beyond standards set by law on the basis of their own priorities. It would also fail to take into account different business and governance models implemented in ports across Europe.*

**Amendment 59**  
**David-Maria Sassoli**

**Proposal for a directive**  
**Recital 19**

*Text proposed by the Commission*

(19) *The ‘Green Ship’ concept should be further developed in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.*

*Amendment*

(19) *Voluntary application of reduced fees for vessels that demonstrate good waste management practices beyond the required standards which result in the generation of reduced quantities of waste, should be welcomed.*

Or. en

**Amendment 60**

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Ivo Belet

**Proposal for a directive**  
**Recital 19**

*Text proposed by the Commission*

(19) *The ‘Green Ship’ concept should be further developed in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.*

*Amendment*

(19) *Voluntary application of reduced fees for vessels that demonstrate good waste management practices beyond the required standards, resulting in the reduction of waste, can serve as an effective reward system.*

Or. en

**Amendment 61**  
**Nicola Caputo, Isabella De Monte, Renata Briano**

**Proposal for a directive**  
**Recital 19**

*Text proposed by the Commission*

(19) The ‘Green Ship’ concept should be *further developed* in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.

*Amendment*

(19) The ‘Green Ship’ concept should be *implemented* in relation to waste management. *Minimum requirements should be established across the Union*, so that an effective reward system can be implemented for those vessels that reduce their waste on board, *in line with best practices and the 2017 IMO guidelines for the implementation of Annex V of the MARPOL Convention.*

Or. it

*Justification*

*The ‘Green Ship’ concept should be implemented right now, all the more so given that clear guidelines already exist for it.*

**Amendment 62**  
**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**  
**Recital 19**

*Text proposed by the Commission*

(19) The ‘Green Ship’ concept should be further developed in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.

*Amendment*

(19) The ‘Green Ship’ concept should be further developed in relation to waste management. ***Minimum requirements should be established at EU level*** so that an effective reward system can be implemented for those vessels that reduce their waste on board. ***The Commission should also encourage the exchange of good practices on the development of bottom-up schemes which evaluate ‘green ships’.***

Or. en

**Amendment 63**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Recital 19**

*Text proposed by the Commission*

(19) The ‘Green Ship’ concept should be ***further developed*** in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.

*Amendment*

(19) The ‘Green Ship’ concept should be ***implemented*** in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.

Or. en

*Justification*

*In combination with amendment on Article 8, paragraph 5*

**Amendment 64**  
**Tania González Peñas**

**Proposal for a directive**  
**Recital 19**

*Text proposed by the Commission*

(19) The ‘Green Ship’ concept should be further developed in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.

*Amendment*

(19) The ‘Green Ship’ concept should be further developed ***and fully implemented*** in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.

Or. es

**Amendment 65**  
**Maria Grapini**

**Proposal for a directive**  
**Recital 19**

*Text proposed by the Commission*

(19) The ‘Green Ship’ concept should be further developed in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.

*Amendment*

(19) The ‘Green Ship’ concept should be further developed in relation to waste management, so that an effective reward system can be implemented for those vessels that reduce their waste on board.  
***For this reason, the Commission should assign a group of experts in order to establish the criteria that must be met in order for a ship to be declared a "greenship" and to benefit from the corresponding tax reductions.***

Or. en

**Amendment 66**  
**Izaskun Bilbao Barandica**

**Proposal for a directive**  
**Recital 19 a (new)**

*Text proposed by the Commission*

*Amendment*

***(19a) Voluntary application of reduced fees for vessels that demonstrate good waste management practices beyond the***

*required standards which result in the generation of reduced quantities of waste, should be welcomed.*

Or. en

**Amendment 67**  
**Gesine Meissner**

**Proposal for a directive**  
**Recital 20**

*Text proposed by the Commission*

(20) Cargo residues remain the property of the cargo owner after unloading the cargo to the terminal, and often have an economic value. For this reason, the cargo residues should not be included in the cost recovery systems and the application of the indirect fee; the fee for the delivery of cargo residues should be paid by the user of the reception facility, as specified in the contractual arrangements between the parties involved or in other local arrangements.

*Amendment*

(20) Cargo residues remain the property of the cargo owner after unloading the cargo to the terminal, and often have an economic value. For this reason, the cargo residues should not be included in the cost recovery systems and the application of the indirect fee; the fee for the delivery of cargo residues should be paid by the user of the reception facility, as specified in the contractual arrangements between the parties involved or in other local arrangements. ***With the objective to promote harmonised implementation of this Directive, technical guidance on the management of cargo residues should be developed in accordance with MARPOL Annex I and II.***

Or. en

**Amendment 68**  
**Elissavet Vozemberg-Vrionidi**

**Proposal for a directive**  
**Recital 21**

*Text proposed by the Commission*

(21) Regulation (EU) 2017/352 of the European Parliament and the Council<sup>25</sup>,

*Amendment*

(21) Regulation (EU) 2017/352 of the European Parliament and the Council<sup>25</sup>,



includes the provision of port reception facilities as a service in the scope of the Regulation. It provides rules on the transparency of the charging structures applied for the use of port services, consultation of port users and handling of complaint procedures. The Directive *goes beyond the framework provided by the Regulation (EU) 2017/352 by providing more detailed requirements for the operation and design of the cost recovery systems for port reception facilities for waste from ships and the transparency of the cost structure.*

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<sup>25</sup> Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017,p.1).

includes the provision of port reception facilities as a service in the scope of the Regulation. It provides rules on the transparency of the charging structures applied for the use of port services, consultation of port users and handling of complaint procedures. *Therefore*, the Directive *should be aligned with the recently adopted Port Services Regulation (EU) 2017/352.*

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<sup>25</sup> Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017,p.1).

Or. en

#### *Justification*

*Fees need to be fair, transparent, non-discriminatory and should be clearly communicated to the users. In that respect, obligations should be aligned with the recently adopted Port Services Regulation (EU) 2017/352.*

#### **Amendment 69**

**Nicola Caputo, Isabella De Monte, Renata Briano**

#### **Proposal for a directive**

#### **Recital 21 a (new)**

*Text proposed by the Commission*

*Amendment*

*(21a) Plastic fishing gear has a high recycling potential, in particular when designed properly. Therefore, in line with the polluter pays principle, extended producer responsibility schemes should be established to finance sound waste*

*management of fishing gear and components and to achieve high collection rates.*

Or. it

*Justification*

*The requirements for 'extended producer responsibility' (EPR) should also be set for fishing gear.*

**Amendment 70**  
**Tania González Peñas**

**Proposal for a directive**  
**Recital 21 a (new)**

*Text proposed by the Commission*

*Amendment*

*(21a) Given the current linear life-cycle of fishing gear in spite of existing legal requirements, the "polluter pays" principle suggests that extended producer responsibility schemes should be part of the solution of tackling marine litter, by encouraging smart design with high recycling potential and by actively collecting discarded fishing gear at sea.*

Or. en

**Amendment 71**  
**Tania González Peñas**

**Proposal for a directive**  
**Recital 21 b (new)**

*Text proposed by the Commission*

*Amendment*

*(21b) Fishing for litter schemes should be financially supported by Member States so that waste that is already in the sea has a route to becoming recycled or discarded properly without any burden*

*placed on fishermen.*

Or. en

**Amendment 72**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin, Maria Grapini**

**Proposal for a directive**

**Recital 23 a (new)**

*Text proposed by the Commission*

*Amendment*

*(23a) The delivery obligation should be complemented with provisions that prohibit the discharge of waste in order to provide clear signals about compliance obligations, and ensure a clear basis for civil or criminal violations.*

Or. en

**Amendment 73**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin, Maria Grapini**

**Proposal for a directive**

**Recital 24 a (new)**

*Text proposed by the Commission*

*Amendment*

*(24a) The large quantity of marine litter in the Union's regional seas indicates that the existing legal requirements do not prove sufficient to reach the objectives set in the strategy for a circular economy. In the interest of promoting compliance and preventing discharges of waste at sea, the present Directive should outline minimum sanctions for infringements, including minimum administrative fees and to include them in guidance issued to competent authorities undertaking inspections.*

Or. en

**Amendment 74**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Recital 24 a (new)**

*Text proposed by the Commission*

*Amendment*

**(24a) *In line with Article 48 of Council Regulation (EC) No 1224/2009, the loss of fishing gear needs to be notified.***

Or. en

**Amendment 75**  
**Elissavet Vozemberg-Vrionidi**

**Proposal for a directive**  
**Recital 26**

*Text proposed by the Commission*

*Amendment*

(26) There is a need for further harmonisation of the regime of exemptions for ships in scheduled traffic with frequent and regular port calls, in particular clarification of the terms used and the conditions governing those exemptions. The REFIT Evaluation and the Impact Assessment have revealed that the lack of harmonisation of the conditions and application of exemptions has resulted in an unnecessary administrative burden for ships and ports.

(26) There is a need for further harmonisation of the regime of exemptions for ships ***in port operations such as pilotage and dredging vessels or*** in scheduled traffic with frequent and regular port calls, in particular clarification of the terms used and the conditions governing those exemptions. The REFIT Evaluation and the Impact Assessment have revealed that the lack of harmonisation of the conditions and application of exemptions has resulted in an unnecessary administrative burden for ships and ports.

Or. en

*Justification*

*Under the proposed definitions, specific ship types, such as vessels involved in operations in the port (e.g. pilotage vessels, dredging vessels, etc.), would be left out. Therefore, a broadened definition of the exemption criteria, which would provide more flexibility, is necessary.*

**Amendment 76**  
**Ivo Belet**

**Proposal for a directive**  
**Recital 30**

*Text proposed by the Commission*

(30) In order to take account of developments at international level, and to promote environmentally sound waste management practices on board, the *power to adopt acts in accordance with article 290 TFEU should be delegated to the Commission in respect of amending this Directive to update the references to international instruments and the Annexes and to change references to international instruments, in order to prevent, if necessary, changes to those international instruments from applying for the purposes of this Directive, and to develop common criteria for recognising 'green ships' for the purpose of granting a reduced waste fee to those ships. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and the Council.*

*Amendment*

(30) In order to take account of developments at international level, and to promote environmentally sound waste management practices on board, the Commission *should encourage the exchange of good practices on the development of bottom-up schemes* for the purpose of *voluntarily* granting a reduced waste fee to those ships.

Or. en

**Amendment 77**  
**Elissavet Vozemberg-Vrionidi**

**Proposal for a directive**  
**Recital 30**

*Text proposed by the Commission*

(30) In order to take account of developments at international level, and to promote environmentally sound waste management practices on board, the ***power to adopt acts in accordance with article 290 TFEU should be delegated to the Commission in respect of amending this Directive to update the references to international instruments and the Annexes and to change references to international instruments, in order to prevent, if necessary, changes to those international instruments from applying for the purposes of this Directive, and to develop common criteria for recognising 'green ships' for the purpose of granting a reduced waste fee to those ships. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and the Council.***

*Amendment*

(30) In order to take account of developments at international level, and to promote environmentally sound waste management practices on board, the Commission ***should encourage the exchange of good practices on the development of bottom-up schemes which evaluate 'green ships' for the purpose of granting a reduced waste fee to those ships.***

Or. en

*Justification*

*Voluntary schemes providing reduced fees should be welcomed. Further cooperation could be achieved by the sector, within the existing voluntary schemes. This could relate to working on a more common indicator of the environmental score of ships. To that end exchange of information and good practices should be encouraged.*

**Amendment 78**

**Miltiadis Kyrkos, Knut Fleckenstein**

**Proposal for a directive**

**Recital 30**

*Text proposed by the Commission*

*Amendment*

(30) In order to take account of developments at international level, and to promote environmentally sound waste management practices on board, the ***power to adopt acts in accordance with article 290 TFEU should be delegated to the Commission in respect of amending this Directive to update the references to international instruments and the Annexes and to change references to international instruments, in order to prevent, if necessary, changes to those international instruments from applying for the purposes of this Directive, and to develop common criteria for recognising 'green ships' for the purpose of granting a reduced waste fee to those ships. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and the Council.***

(30) In order to take account of developments at international level, and to promote environmentally sound waste management practices on board, the Commission ***should encourage the exchange of good practises on the development of bottom-up schemes which evaluate 'greenships' for the purpose of granting a reduced waste fee to those ships. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level.***

Or. en

#### *Justification*

*Voluntary schemes providing reduced fees should be welcomed. This could relate to working on a more common indicator of the environmental score of ships. To that end exchange of information and good practices should be encouraged.*

#### **Amendment 79** **Keith Taylor, Karima Delli**

#### **Proposal for a directive** **Recital 30**

##### *Text proposed by the Commission*

(30) In order to take account of developments at international level, and to promote environmentally sound waste

##### *Amendment*

(30) In order to take account of developments at international level, and to promote environmentally sound waste

management practices on board, the power to adopt acts in accordance with article 290 TFEU should be delegated to the Commission in respect of amending this Directive to update the references to international instruments and the Annexes and to change references to international instruments, in order to prevent, if necessary, changes to those international instruments from applying for the purposes of this Directive, and to *develop* common criteria for recognising 'green ships' for the purpose of granting a reduced waste fee to those ships. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and the Council.

management practices on board, the power to adopt acts in accordance with article 290 TFEU should be delegated to the Commission in respect of amending this Directive to update the references to international instruments and the Annexes and to change references to international instruments, in order to prevent, if necessary, changes to those international instruments from applying for the purposes of this Directive, and to *implement and further refine* common criteria for recognising 'green ships' for the purpose of granting a reduced waste fee to those ships. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and the Council.

Or. en

#### *Justification*

*In combination with amendment on Article 8, paragraph 5*

#### **Amendment 80**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin, Maria Grapini**

#### **Proposal for a directive**

#### **Recital 31 a (new)**

*Text proposed by the Commission*

*Amendment*

***(31a) Good working conditions for port personnel working in port reception facilities are of paramount importance to creating a safe, efficient and socially accountable maritime sector, which is able to attract qualified workers and ensure a wide-level playing field across Europe. Initial and periodic training of***



*staff is essential to ensure the quality of services and the protection of workers. Port and reception facilities authorities shall ensure that all personnel receive the necessary training to acquire the knowledge which is essential for their work, with specific attention for health and safety aspects pertaining to dealing with hazardous materials, and that training requirements are regularly updated to meet the challenges of technological innovation.*

Or. en

**Amendment 81**  
**Maria Grapini**

**Proposal for a directive**  
**Recital 31 a (new)**

*Text proposed by the Commission*

*Amendment*

*(31a) The pollution phenomenon by dumping waste from the pan-European corridor 7 should not be ignored, given that pollution affects the underground waters, the Danube ecosystem and the food safety of European citizens, who consume fish products.*

Or. en

**Amendment 82**  
**Maria Grapini**

**Proposal for a directive**  
**Recital 32**

*Text proposed by the Commission*

*Amendment*

(32) The Union is characterised by regional differences at port level, as also demonstrated in the Territorial Impact

(32) The Union is characterised by regional differences at port level, as also demonstrated in the Territorial Impact

Assessment.. Ports differ based on geographic location, size, administrative set-up and ownership, and are characterised by the type of ships normally visiting. In addition, waste management systems reflect the differences at municipal level and downstream waste management infrastructure.

Assessment.. Ports differ based on geographic location, size, administrative set-up and ownership, and are characterised by the type of ships normally visiting. In addition, waste management systems reflect the differences at municipal level and downstream waste management ***infrastructure. For Member States with sea access, the provisions of this Directive should be extended to European ports on inland waterways.***

Or. en

**Amendment 83**  
**Izaskun Bilbao Barandica, Gesine Meissner**

**Proposal for a directive**  
**Recital 32 a (new)**

*Text proposed by the Commission*

*Amendment*

***(32a) Given the situation in the Outermost Regions, recognised under Article 349 of the Treaty on the Functioning of the European Union, Member States shall be able to adopt specific funding measures so that they can ensure the availability of adequate reception facilities.***

Or. es

**Amendment 84**  
**Cláudia Monteiro de Aguiar**

**Proposal for a directive**  
**Recital 32 a (new)**

*Text proposed by the Commission*

*Amendment*

***(32a) The specificities of the Outermost Regions, enshrined under Article 349 of the TFEU, must be taken into***

*consideration when ensuring the adequacy of port reception facilities to those regions. Specific measures must therefore be put in place.*

Or. en

**Amendment 85**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin, Maria Grapini**

**Proposal for a directive**

**Article 1 – title**

*Text proposed by the Commission*

*Amendment*

1 Subject matter

1 Subject matter *and objectives*

Or. en

**Amendment 86**

**Deirdre Clune**

**Proposal for a directive**

**Article 1 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

This Directive aims to protect the marine environment against the negative effects from discharges of waste from ships using ports located in the Union, while ensuring the smooth operation of maritime traffic, by improving the availability of adequate port reception facilities and the delivery of waste to those facilities.

This Directive aims to protect the marine environment against the negative effects from discharges of waste from ships using ports located in the Union, while ensuring the smooth operation of maritime traffic, by improving the availability *and use* of adequate port reception facilities and the delivery of waste to those facilities.

Or. en

**Amendment 87**

**Nicola Caputo, Isabella De Monte, Renata Briano**

**Proposal for a directive**

**Article 2 – paragraph 1 – point a a (new)**

*Text proposed by the Commission*

*Amendment*

**(aa) 'fixed or floating platform': means any fixed or floating platform, including drilling rigs, floating production, storage and offloading facilities used for the offshore production and storage of oil, and floating nets used for the offshore storage of oil produced;**

Or. it

*Justification*

*Offshore platforms, whether fixed or floating, are currently not covered by the proposal to revise the PRF Directive. In 2015, the EU had 232 offshore platforms that staffed approximately 100-200 people each. Analysts have concluded that they constitute 'a significant proportion of sources of at sea waste'. Waste produced from such platforms should also be delivered to port reception facilities.*

**Amendment 88**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**

**Article 2 – paragraph 1 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

**(ba) 'offshore platform' means any fixed or floating platform, including drilling rigs, floating production, storage and offloading facilities used for the offshore production and storage of oil, and floating units for the offshore storage of oil produced;**

Or. en

**Amendment 89**

**Nicola Caputo, Isabella De Monte, Renata Briano**

**Proposal for a directive**

**Article 2 – paragraph 1 – point c**

*Text proposed by the Commission*

(c) 'waste from ships' means all waste, including cargo residues, which is generated during the service of a ship or during loading, unloading and cleaning operations, or waste that is collected in nets during fishing operations, and falls under the scope of Annexes I, II, IV, V and VI to MARPOL;

*Amendment*

(c) 'waste from ships' means all waste, including cargo residues, which is generated during the service of a ship, **a fixed or floating platform**, or during loading, unloading and cleaning operations, or waste that is collected in nets during fishing operations, and falls under the scope of Annexes I, II, IV, V and VI to MARPOL;

Or. it

*Justification*

*The definition of 'waste from ships' should also include the waste from a fixed or floating platform. There is no reason to treat that waste differently.*

**Amendment 90**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**

**Article 2 – paragraph 1 – point c**

*Text proposed by the Commission*

(c) 'waste from ships' means all waste, including cargo residues, which is generated during the service of a ship or during loading, unloading and cleaning operations, or waste that is collected in nets during fishing operations, and falls under the scope of Annexes I, II, IV, V and VI to MARPOL;

*Amendment*

(c) 'waste from ships' means all waste, including cargo residues, which is generated during the service of a ship, **an offshore platform**, or during loading, unloading and cleaning operations, or waste that is collected in nets during fishing operations, and falls under the scope of Annexes I, II, IV, V and VI to MARPOL;

Or. en

**Amendment 91**

**Keith Taylor, Karima Delli**

**Proposal for a directive**

**Article 2 – paragraph 1 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

**(ca) ‘waste from platforms’ means all waste, which is generated during the operation of a fixed or floating platform, and falls under the scope of Annexes I, II, IV, V and VI to MARPOL;**

Or. en

*Justification*

*Offshore platforms are currently not covered by the PRF Directive. In 2015, the EU had 232 offshore platforms that staffed approximately 100-200 people each. Analysts have concluded that they constitute ‘a significant proportion of sources of at-sea-waste’. Their waste should therefore also be covered by this Directive aiming to minimise discharge of litter into the sea.*

**Amendment 92**  
**Dominique Riquet**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point g**

*Text proposed by the Commission*

*Amendment*

(g) ‘recreational craft’ means a ship of any type, with a hull length of **2.5** metres and beyond, regardless of the means of propulsion, intended for sports or leisure purposes, and not engaged in trade;

(g) ‘recreational craft’ means a ship of any type, with a hull length of **24** metres and beyond, regardless of the means of propulsion, intended for sports or leisure purposes, and not engaged in trade;

Or. fr

**Amendment 93**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point g a (new)**

*Text proposed by the Commission*

*Amendment*

**(ga) ‘green ship’ means a ship designed, operated and ultimately recycled in an environmentally sustainable way,**

*where in an integrated manner harmful operational discharges and emissions are eliminated; design, equipment, operation and procurement policies create synergies to enable reduced quantities of the type of waste to which the fee applies and manages its waste in a sustainable and environmentally sound manner;*

Or. en

**Amendment 94**  
**Izaskun Bilbao Barandica**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point i a (new)**

*Text proposed by the Commission*

*Amendment*

*(ia) ‘international voyage’ means a voyage in sea areas from a port located outside the Union to a port of a Member State;*

Or. es

**Amendment 95**  
**Elissavet Vozemberg-Vrionidi**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point j**

*Text proposed by the Commission*

*Amendment*

*(j) ‘port’ means a place or a geographical area made up of such improvement works and equipment as to permit the reception of ships, including the anchorage area within the jurisdiction of the port;*

*(j) ‘port’ means an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of waterborne vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport*

*operators* within the port *area*;

Or. en

*Justification*

*This definition is aligned with the definition of the port in recently adopted Port Services Regulation (EU) 2017/352.*

**Amendment 96**

**Renaud Muselier, Alain Cadec, Franck Proust**

**Proposal for a directive**

**Article 2 – paragraph 1 – point j**

*Text proposed by the Commission*

(j) ‘port’ means a place or a geographical area made up of such improvement works and equipment as to permit the reception of ships, including the anchorage area within the jurisdiction of the port;

*Amendment*

(j) ‘port’ means a place or a geographical area made up of such improvement works and equipment as to permit the reception of ships, including the anchorage area within the jurisdiction of the port, ***and the reception of ships planning to trade there;***

Or. fr

**Amendment 97**

**Miltiadis Kyrkos**

**Proposal for a directive**

**Article 2 – paragraph 1 – point j**

*Text proposed by the Commission*

(j) ‘port’ means a place or a geographical area made up of such improvement works and equipment as to permit the reception of ships, ***including the anchorage area within the jurisdiction of the port;***

*Amendment*

(j) ‘port’ means a place or a geographical area made up of such improvement works and equipment as to permit the reception of ships;

Or. en



**Amendment 98**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point j**

*Text proposed by the Commission*

(j) ‘port’ means a place or a geographical area made up of such improvement works and equipment as to permit the reception of ships, including the anchorage area within the jurisdiction of the port;

*Amendment*

(j) ‘port’ means a place or a geographical area made up of such improvement works and equipment as to permit ***principally*** the reception of ships, including the anchorage area within the jurisdiction of the port;

Or. en

**Amendment 99**  
**Izaskun Bilbao Barandica**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point k**

*Text proposed by the Commission*

(k) ‘catering waste’ means all waste food, including used cooking oil originating in restaurants, catering facilities and kitchens’;

*Amendment*

(k) ‘catering waste’ means all waste food, including used cooking oil originating in restaurants, catering facilities and kitchens ***and glass and plastics***’;

Or. es

**Amendment 100**  
**Izaskun Bilbao Barandica**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point k a (new)**

*Text proposed by the Commission*

*Amendment*

***(ka) ‘international catering waste’ means all waste food generated during international voyages, including used***

*cooking oil originating in restaurants, catering facilities and kitchens and glass and plastics’;*

Or. es

**Amendment 101**  
**Peter van Dalen**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point 1**

*Text proposed by the Commission*

(1) ‘sufficient storage capacity’ means enough capacity *to store the waste* on board from the moment of departure until the next port of call, including the waste that is likely to be generated during the voyage;

*Amendment*

(1) ‘sufficient storage capacity’ means enough capacity on board *according to the ships certificates or garbage management plans* from the moment of departure until the next port of call, including the waste that is likely to be generated during the voyage;

Or. en

*Justification*

*Ships certificates / waste management plans must be the starting points to define the sufficiency of storage capacity.*

**Amendment 102**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point 1**

*Text proposed by the Commission*

(1) ‘sufficient storage capacity’ means enough capacity to store *the* waste on board from the moment of departure until the next port of call, including the waste that is likely to be generated during the voyage;

*Amendment*

(1) ‘sufficient storage capacity’ means enough *designated* capacity to store *each type of* waste on board from the moment of departure until the next port of call, including the waste that is likely to be generated during the voyage;

**Amendment 103**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point m**

*Text proposed by the Commission*

(m) ‘scheduled traffic’ means traffic based on a published or planned list of times of departures and arrivals between identified ports or recurrent crossings that constitute a recognised schedule;

*Amendment*

(m) ‘scheduled traffic’ means traffic based on a published or planned list of times of departures and arrivals between **two** identified ports or recurrent crossings that constitute a recognised schedule; ***the ship's schedule should be set in advance and remain stable over at least 4 months;***

**Amendment 104**  
**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**  
**Article 2 – paragraph 1 – point m**

*Text proposed by the Commission*

(m) ‘scheduled traffic’ means traffic based on a published or planned list of times of departures and arrivals between identified ports or recurrent crossings that constitute a recognised schedule;

*Amendment*

(m) ‘scheduled traffic’ means traffic based on a published or planned list of times of departures and arrivals between identified ports or recurrent crossings that constitute a recognised schedule; ***the ship's schedule should be set in advance and remain stable over at least four months.***

**Amendment 105**  
**Deirdre Clune**

**Proposal for a directive**

## Article 2 – paragraph 1 – point m

*Text proposed by the Commission*

(m) ‘scheduled traffic’ means traffic based on a published or planned list of times of departures and arrivals between identified ports or recurrent crossings that constitute a recognised schedule;

*Amendment*

(m) ‘scheduled traffic’ means traffic based on a published or planned list of times of departures and arrivals between identified ports or recurrent crossings that constitute a recognised schedule; ***the ship’s schedule should be set in advance and remain stable over at least 4 months***

Or. en

## Amendment 106 Deirdre Clune

### Proposal for a directive Article 2 – paragraph 1 a (new)

*Text proposed by the Commission*

*Amendment*

(q) ***‘treatment’ means recovery or disposal operations, including preparation prior to recovery or disposal;***

Or. en

## Amendment 107 Tania González Peñas

### Proposal for a directive Article 3 – paragraph 1 – point a

*Text proposed by the Commission*

*Amendment*

(a) all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any ***warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on a government non-commercial basis;***

(a) all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any ***ship involved in port services within the meaning of Article 1.2 of Regulation (EU) 2017/352;***

**Amendment 108**  
**Dominique Riquet**

**Proposal for a directive**  
**Article 3 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on a government non-commercial basis;

*Amendment*

(a) all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any warship, naval auxiliary, **ship at anchorage waiting to be chartered or under shelter**, or other ship owned or operated by a State and used, for the time being, only on a government non-commercial basis;

Or. fr

*Justification*

*It makes sense not to impose the obligations under this Regulation to ships with no trade relations with the port.*

**Amendment 109**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 3 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on a government non-commercial basis;

*Amendment*

(a) all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any warship, naval auxiliary or other **ships waiting for chartering or for shelter, or other** ship owned or operated by a State and used, for the time being, only on a government non-commercial basis;

Or. en

### *Justification*

*The ships at anchorage waiting for chartering or for shelter do not have any commercial link with the ports and thus are not registered in the Port Community System. Therefore, the port authority cannot receive the ships' prior notification regarding the waste volumes they may deliver at the port. The port authority would be unable to invoice them in case of waste delivery.*

#### **Amendment 110**

**Renaud Muselier, Franck Proust, Alain Cadec**

#### **Proposal for a directive**

#### **Article 3 – paragraph 1 – point a**

##### *Text proposed by the Commission*

(a) all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on a government non-commercial basis;

##### *Amendment*

(a) all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any warship, naval auxiliary, ***ship waiting to be chartered or under shelter***, or other ship owned or operated by a State and used, for the time being, only on a government non-commercial basis;

Or. fr

#### **Amendment 111**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

#### **Proposal for a directive**

#### **Article 3 – paragraph 1 – point a**

##### *Text proposed by the Commission*

(a) all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any warship, naval auxiliary ***or other*** ship owned or operated by a State and used, for the time being, only on a government non-commercial basis;

##### *Amendment*

(a) all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any warship ***or*** naval auxiliary ship owned or operated by a State and used, for the time being, only on a government non-commercial basis;

Or. en

**Amendment 112**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Article 3 – paragraph 1 – point a a (new)**

*Text proposed by the Commission*

*Amendment*

**(aa) all fixed or floating platforms;**

Or. en

*Justification*

*Offshore platforms are currently not covered by the PRF Directive. In 2015, the EU had 232 offshore platforms that staffed approximately 100-200 people each. Analysts have concluded that they constitute 'a significant proportion of sources of at-sea-waste'. Their waste should therefore also be covered by this Directive aiming to minimise discharge of litter into the sea.*

**Amendment 113**  
**Maria Grapini**

**Proposal for a directive**  
**Article 3 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) all ports of the Member States normally visited by ships falling under the scope of point (a).

(b) all ports of the Member States normally visited by ships falling under the scope of point (a), ***including European ports located on inland waterways.***

Or. en

**Amendment 114**  
**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**  
**Article 3 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) all ports of the Member States

(b) all ports of the Member States

normally visited by ships falling under the scope of point (a).

normally visited by ships falling under the scope of point (a), ***including ports located on inland waterways.***

Or. en

**Amendment 115**  
**Izaskun Bilbao Barandica**

**Proposal for a directive**  
**Article 3 – paragraph 1 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

***(ba) any vessel sailing on inland waterways in the EU.***

Or. es

**Amendment 116**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 3 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

Member States shall take measures to ensure that, ***where possible***, ships, which do not fall within the scope of this Directive, deliver their waste in a manner consistent with this Directive.

Member States shall take measures to ensure that, ***in so far as is reasonable and practicable***, ships, which do not fall within the scope of this Directive, deliver their waste in a manner consistent with this Directive.

Or. en

**Amendment 117**  
**Marie-Christine Arnautu**

**Proposal for a directive**  
**Article 4 – paragraph 1**



*Text proposed by the Commission*

1. Member States shall ensure the availability of port reception facilities adequate to meet the need of the ships normally using the port without causing undue delay to ships.

*Amendment*

1. Member States shall ensure the availability of port reception facilities adequate to meet the need of the ships normally using the port without causing undue delay to ships. ***To achieve this, the competent authorities shall enable ship-owners and maritime operators to plan port calls long enough in advance for them to guarantee that their waste can be handled simply, quickly and without significantly affecting the ships' routing times;***

Or. fr

*Justification*

*The Member States must do all they can as regards port infrastructure to prevent ships being held at ports owing to a lack of adequate port facilities;*

**Amendment 118**

**Keith Taylor, Karima Delli**

**Proposal for a directive**

**Article 4 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) The port reception facilities allow for the management of the ship's waste in an environmentally appropriate way in accordance with the requirements of Directive 2008/98/EC and other relevant Union legislation on waste. To this end, the Member States shall provide for separate collection of waste from ships in ports as required in Union waste legislation, in particular Directive 2008/98/EC, Directive 2012/19/EU and Directive 2006/66/EC. Point (c) shall apply without prejudice to the more stringent requirements imposed by Regulation (EC) 1069/2009 for the management of catering waste from international transport.

*Amendment*

(c) The port reception facilities allow for the management of the ship's waste in an environmentally appropriate way in accordance with the requirements of Directive 2008/98/EC and other relevant Union ***and national*** legislation on waste. To this end, the Member States shall provide for separate collection of waste from ships in ports as required in Union waste legislation, in particular Directive 2008/98/EC, Directive 2012/19/EU and Directive 2006/66/EC. Point (c) shall apply without prejudice to the more stringent requirements imposed by Regulation (EC) 1069/2009 for the management of catering waste from international transport.

**Amendment 119**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 4 – paragraph 4**

*Text proposed by the Commission*

4. Member States shall investigate all reported cases of alleged inadequacies and ensure that any party involved in the delivery or reception of waste from ships can claim compensation for damage caused by undue delay.

*Amendment*

4. Member States, ***if necessary in consultation with EMSA***, shall investigate all reported cases of alleged inadequacies and ensure that any party involved in the delivery or reception of waste from ships can claim compensation for damage caused by undue delay, ***related to non-compliance with the waste reception and handling plan***.

**Amendment 120**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 4 – paragraph 4**

*Text proposed by the Commission*

4. Member States shall investigate all reported cases of alleged inadequacies and ensure that any party involved in the delivery or reception of waste from ships can claim compensation for damage caused by undue delay.

*Amendment*

4. Member States shall investigate all reported cases of alleged inadequacies and ensure that any party involved in the delivery or reception of waste from ships can claim compensation for damage caused by undue delay, ***related to non-compliance with the waste reception and handling plan***.

*Justification*

*Compensation should be limited to non-compliance with the waste reception and handling plan.*

## **Amendment 121**

**Renaud Muselier, Alain Cadec, Franck Proust**

### **Proposal for a directive**

#### **Article 4 – paragraph 4**

*Text proposed by the Commission*

4. Member States shall investigate all reported cases of alleged inadequacies and ensure that any party involved in the delivery or reception of waste from ships can claim compensation for damage caused by undue delay.

*Amendment*

4. Member States shall investigate all reported cases of alleged inadequacies and ensure that any party involved in the delivery or reception of waste from ships can claim compensation for damage caused by undue delay *when that delay results from a failure to implement reception and handling plans.*

Or. fr

## **Amendment 122**

**Izaskun Bilbao Barandica, Gesine Meissner**

### **Proposal for a directive**

#### **Article 4 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

*4a. Given the situation in the Outermost Regions, recognised under Article 349 of the Treaty on the Functioning of the European Union, Member States shall be able to adopt specific funding measures so that they can ensure the availability of adequate reception facilities.*

Or. es

## **Amendment 123**

**Cláudia Monteiro de Aguiar**

### **Proposal for a directive**

## Article 4 – paragraph 4 a (new)

*Text proposed by the Commission*

*Amendment*

**4a. Member States shall be able to grant a two years' derogation from the obligations laid down in Article 4 for their Outermost Regions, if they consider that those Regions are not able to ensure the adequacy of port reception facilities.**

Or. en

## Amendment 124 Rolandas Paksas

### Proposal for a directive Article 5 – paragraph 1

*Text proposed by the Commission*

*Amendment*

1. An appropriate waste reception and handling plan shall be in place and implemented for each port following ongoing consultations with the relevant parties, in particular with port users or their representatives. Those consultations should be held both during the initial drafting of the plans and after their adoption, in particular when significant changes have taken place, with regards to the requirements in Articles 4, 6, and 7. The detailed requirements for the development of such plans are set out in Annex 1.

1. An appropriate waste reception and handling plan shall be in place and implemented for each port following ongoing consultations with the relevant parties, in particular with port users or their representatives. Those consultations should be held both during the initial drafting of the plans and after their adoption, in particular when significant changes have taken place, with regards to the requirements in Articles 4, 6, and 7. The detailed requirements for the development of such plans are set out in Annex 1. ***Small ports with rare or low traffic from recreational crafts are exempted from the obligation set out in this paragraph. The Commission shall develop guidelines for the interpretation of this exemption.***

Or. en

## *Justification*

*Smaller ports with rare or low traffic from recreational crafts should be exempted from the obligation to develop a waste reception and handling plan, considering the administrative burden for states with a long coastline and large amount of small and remote located ports.*

### **Amendment 125**

**Cláudia Monteiro de Aguiar**

#### **Proposal for a directive**

#### **Article 5 – paragraph 1**

##### *Text proposed by the Commission*

1. An appropriate waste reception and handling plan shall be in place and implemented for each port following ongoing consultations with the relevant parties, in particular with port users or their representatives. Those consultations should be held both during the initial drafting of the plans and after their adoption, in particular when significant changes have taken place, with regards to the requirements in Articles 4, 6, and 7. The detailed requirements for the development of such plans are set out in Annex 1.

##### *Amendment*

1. An appropriate waste reception and handling plan shall be in place and implemented for each port following ongoing consultations with the relevant parties, in particular with port users or their representatives. Those consultations should be held both during the initial drafting of the plans and after their adoption, in particular when significant changes have taken place, with regards to the requirements in Articles 4, 6, and 7. The detailed requirements for the development of such plans are set out in Annex 1. ***Small ports with rare or low traffic from recreational crafts are exempted from the obligation set out in this paragraph. The Commission shall develop guidelines for the interpretation of this exemption.***

Or. en

### **Amendment 126**

**Tania González Peñas**

#### **Proposal for a directive**

#### **Article 5 – paragraph 2 – subparagraph 1 – introductory part**

##### *Text proposed by the Commission*

Member States shall ensure that the following information from the waste

##### *Amendment*

Member States shall ensure that the following information from the waste

reception and handling plans on the availability of adequate reception facilities in their ports and the associated costs shall be clearly communicated to the ship operators and made publicly available either via the website of the ports or in printed form:

reception and handling plans on the availability of adequate reception facilities in their ports and the associated costs shall be clearly communicated to the ship operators and made publicly available either via the website of the ports or in printed form *in the official languages of the Member State that hosts the port, in English and in one other official EU language*:

Or. es

### **Amendment 127**

**Elissavet Vozemberg-Vrionidi**

#### **Proposal for a directive**

#### **Article 5 – paragraph 2 – subparagraph 1 – introductory part**

##### *Text proposed by the Commission*

Member States shall ensure that the following information from the waste reception and handling plans on the availability of adequate reception facilities in their ports and the *associated* costs shall be clearly communicated to the ship operators and made publicly available either via the website of the ports or in printed form:

##### *Amendment*

Member States shall ensure that the following information from the waste reception and handling plans on the availability of adequate reception facilities in their ports and the *structure of the* costs shall be clearly communicated to the ship operators and made publicly available either via the website of the ports or in printed form:

Or. en

##### *Justification*

*Fees need to be fair, transparent, non-discriminatory and should be clearly communicated to the users. In that respect, obligations should be aligned with the recently adopted Port Services Regulation (EU) 2017/352 and reflect the structure of the costs.*

### **Amendment 128**

**Keith Taylor, Karima Delli**

#### **Proposal for a directive**

#### **Article 5 – paragraph 2 – subparagraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) location of port reception facilities applicable to each berth;

(a) location of port reception facilities applicable to each berth, ***including opening hours***;

Or. en

**Amendment 129**

**Renaud Muselier, Alain Cadec, Franck Proust**

**Proposal for a directive**

**Article 5 – paragraph 2 – subparagraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) location of port reception facilities applicable to each berth;

*(Does not affect the English version.)*

Or. fr

**Amendment 130**

**Peter van Dalen**

**Proposal for a directive**

**Article 5 – paragraph 2 – subparagraph 1 – point e**

*Text proposed by the Commission*

*Amendment*

(e) description of the cost recovery systems; and

(e) description of the cost recovery systems, ***including the indirect fees and the basis on which they have been calculated and the waste management schemes and funds where applicable***; and

Or. en

**Amendment 131**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin, Maria Grapini**

**Proposal for a directive**

**Article 5 – paragraph 2 – subparagraph 1 – point e**

*Text proposed by the Commission*

(e) description of the cost recovery systems; and

*Amendment*

(e) description of the cost recovery systems, ***including the fees and the basis on which they have been calculated***; and

Or. en

**Amendment 132**  
**Rolandas Paksas**

**Proposal for a directive**

**Article 5 – paragraph 2 – subparagraph 1 – point e**

*Text proposed by the Commission*

(e) description of the cost recovery systems; and

*Amendment*

(e) description of the cost recovery systems, ***including the fees and the basis on which they have been calculated***; and

Or. en

**Amendment 133**  
**Deirdre Clune**

**Proposal for a directive**

**Article 5 – paragraph 2 – subparagraph 1 – point e**

*Text proposed by the Commission*

(e) description of the cost recovery systems; ***and***

*Amendment*

(e) description of the cost recovery systems; ***including the fees and the basis on which they have been calculated and***

Or. en

**Amendment 134**  
**Marie-Christine Arnautu**

**Proposal for a directive**



### Article 5 – paragraph 3

*Text proposed by the Commission*

3. The waste reception and handling plans referred to in paragraph 1 may, where required for reasons of efficiency, be developed in conjunction by two **or more neighbouring ports in the same region**, with the **appropriate involvement** of each port, provided that the need for and availability of, reception facilities are specified for each port.

*Amendment*

3. The waste reception and handling plans referred to in paragraph 1 may, where required for reasons of efficiency, be developed in conjunction by two **neighbouring ports or two ports near each other**, with the **involvement to the extent possible** of each port, provided that the need for and availability of reception facilities are specified for each port **and at least one of the ports is able to receive an adequate amount of every type of waste**.

Or. fr

*Justification*

*The ships must not be redirected from one port to the other owing to a lack of facilities or of available facilities at a port; that would result in additional fuel costs for the ship-owner or maritime operator (even if the distances are short) and routing delays. To prevent delays for ships, every effort must be made to simplify and minimise as much as possible the reception of the waste at ports.*

### Amendment 135

**Elissavet Vozemberg-Vrionidi**

#### **Proposal for a directive Article 5 – paragraph 3**

*Text proposed by the Commission*

3. The waste reception and handling plans referred to in paragraph 1 may, where required for reasons of efficiency, be developed in conjunction by two or more neighbouring ports in the same region, with the appropriate involvement of each port, provided that the need for and availability of, reception facilities are specified for each port.

*Amendment*

3. The waste reception and handling plans referred to in paragraph 1 may, where required for reasons of efficiency, be developed in conjunction by two or more neighbouring ports in the same **geographical** region, with the appropriate involvement of each port, provided that the need for and availability of, reception facilities are specified for each port.

Or. en

## *Justification*

*A clarification is necessary that ports that could develop a joint waste reception and handling plan of the same, should not necessarily come from the same administrative region.*

### **Amendment 136**

**Tania González Peñas**

#### **Proposal for a directive**

#### **Article 5 – paragraph 4**

##### *Text proposed by the Commission*

4. Member States shall evaluate and approve the waste reception and handling plan, monitor its implementation and ensure its re-approval at least every **three** years after it has been approved or re-approved, and after significant changes in the operation of the port have taken place. These changes shall include, but not be limited to, structural changes in traffic to the port, development of new infrastructure, changes in the demand and provision of port reception facilities, and new on-board treatment techniques.

##### *Amendment*

4. Member States shall evaluate and approve the waste reception and handling plan, monitor its implementation, ***ensure that cleaning, catering, logistics and passenger and goods traffic management employees at the ports included in the plan receive a training session or at least an information session on how the plan will work in practice*** and ensure its re-approval at least every **five** years after it has been approved or re-approved, and after significant changes in the operation of the port have taken place. These changes shall include, but not be limited to, structural changes in traffic to the port, development of new infrastructure, changes in the demand and provision of port reception facilities, and new on-board treatment techniques.

Or. es

### **Amendment 137**

**Elissavet Vozemberg-Vrionidi**

#### **Proposal for a directive**

#### **Article 5 – paragraph 4**

##### *Text proposed by the Commission*

4. Member States shall evaluate and approve the waste reception and handling

##### *Amendment*

4. Member States shall evaluate and approve the waste reception and handling

plan, monitor its implementation and ensure its re-approval at least every *three* years after it has been approved or re-approved, and after significant changes in the operation of the port have taken place. These changes shall include, but not be limited to, structural changes in traffic to the port, development of new infrastructure, changes in the demand and provision of port reception facilities, and new on-board treatment techniques.

plan, monitor its implementation and ensure its re-approval at least every *five* years after it has been approved or re-approved, and after significant changes in the operation of the port have taken place. These changes shall include, but not be limited to, structural changes in traffic to the port, development of new infrastructure, changes in the demand and provision of port reception facilities, and new on-board treatment techniques.

Or. en

#### *Justification*

*In order to decrease the administrative burden, the waste reception and handling plans' re-approval should be carried out at least every five years. In any case, new plans have to be submitted after significant changes in the operation of the port.*

#### **Amendment 138** **Deirdre Clune**

#### **Proposal for a directive** **Article 5 – paragraph 4**

##### *Text proposed by the Commission*

4. Member States shall evaluate and approve the waste reception and handling plan, monitor its implementation and ensure its re-approval at least every *three* years after it has been approved or re-approved, and after significant changes in the operation of the port have taken place. These changes shall include, but not be limited to, structural changes in traffic to the port, development of new infrastructure, changes in the demand and provision of port reception facilities, and new on-board treatment techniques.

##### *Amendment*

4. Member States shall evaluate and approve the waste reception and handling plan, monitor its implementation and ensure its re-approval at least every *five* years after it has been approved or re-approved, and after significant changes in the operation of the port have taken place. These changes shall include, but not be limited to, structural changes in traffic to the port, development of new infrastructure, changes in the demand and provision of port reception facilities, and new on-board treatment techniques.

Or. en

**Amendment 139**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 5 – paragraph 4**

*Text proposed by the Commission*

4. Member States shall evaluate and approve the waste reception and handling plan, monitor its implementation and ensure its re-approval at least every **three** years after it has been approved or re-approved, and after significant changes in the operation of the port have taken place. These changes shall include, but not be limited to, structural changes in traffic to the port, development of new infrastructure, changes in the demand and provision of port reception facilities, and new on-board treatment techniques.

*Amendment*

4. Member States shall evaluate and approve the waste reception and handling plan, monitor its implementation and ensure its re-approval at least every **five** years after it has been approved or re-approved, and after significant changes in the operation of the port have taken place. These changes shall include, but not be limited to, structural changes in traffic to the port, development of new infrastructure, changes in the demand and provision of port reception facilities, and new on-board treatment techniques.

Or. en

*Justification*

*The frequent re-approval duty causes an unnecessary administrative burden.*

**Amendment 140**  
**Peter van Dalen**

**Proposal for a directive**  
**Article 5 – paragraph 4**

*Text proposed by the Commission*

4. Member States shall evaluate and approve the waste reception and handling plan, monitor its implementation and ensure its re-approval at least every **three** years after it has been approved or re-approved, and after significant changes in the operation of the port have taken place. These changes shall include, but not be limited to, structural changes in traffic to the port, development of new infrastructure, changes in the demand and

*Amendment*

4. Member States shall evaluate and approve the waste reception and handling plan, monitor its implementation and ensure its re-approval at least every **five** years after it has been approved or re-approved, and after significant changes in the operation of the port have taken place. These changes shall include, but not be limited to, structural changes in traffic to the port, development of new infrastructure, changes in the demand and

provision of port reception facilities, and new on-board treatment techniques.

provision of port reception facilities, and new on-board treatment techniques.

Or. en

*Justification*

*Given that new plans must be submitted to significant changes in the operation of the port, Member states should only have to review the waste handling plan every five years, if no has taken place, so as to reduce their administrative burden.*

**Amendment 141**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 5 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***4a. Small non-commercial ports, which are characterised by rare or low traffic from recreational crafts, shall be exempted from the scope of this article if their waste reception facilities are integrated in the waste handling system managed by or on behalf of the municipality, according to the principles of Directive 2008/98/EC as amended by Directive (EU) 2018/851, and information regarding the waste management system is made available to the users of those ports.***

Or. en

**Amendment 142**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 5 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***4a. Small non-commercial ports, which are characterised by rare or low***

*traffic from recreational crafts, shall be exempted from the scope of this Article, if their waste reception facilities are integrated in the waste handling system managed by or on behalf of the municipality, according to the principles of Directive 2008/98/EC as amended by Directive (EU) 2018/851, and if information regarding the waste management system is made available to the users of those ports.*

Or. en

**Amendment 143**  
**Tania González Peñas**

**Proposal for a directive**  
**Article 5 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

*4a. Small ports with up to six berths and a draught of up to 2 metres serving only unstaffed recreational crafts of less than 15 metres in length shall be exempt from the obligations laid down in this Article.*

Or. es

**Amendment 144**  
**Izaskun Bilbao Barandica, Gesine Meissner**

**Proposal for a directive**  
**Article 5 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

*4a. Small ports may make specific plans which include a number of nearby ports.*

Or. es

**Amendment 145**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Section 3 – title**

*Text proposed by the Commission*

*Amendment*

Delivery of waste from ships

***Discharge and*** delivery of waste from  
ships ***and platforms***

Or. en

*Justification*

*Offshore platforms are currently not covered by the PRF Directive. In 2015, the EU had 232 offshore platforms that staffed approximately 100-200 people each. Analysts have concluded that they constitute 'a significant proportion of sources of at-sea-waste'. Their waste should therefore also be covered by this Directive aiming to minimise discharge of litter into the sea.*

**Amendment 146**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 6 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

2. The information referred to in paragraph 1 shall be reported electronically in the part of the information, monitoring and enforcement system, referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC.

2. The information referred to in paragraph 1 shall be reported electronically in the part of the information, monitoring and enforcement system, referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC ***and be made available to relevant stakeholders including the operators of port reception facilities.***

Or. en

**Amendment 147**  
**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin, Maria Grapini**

**Proposal for a directive**  
**Article 6 – paragraph 2**

*Text proposed by the Commission*

2. The information referred to in paragraph 1 shall be reported electronically in the part of the information, monitoring and enforcement system, referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC.

*Amendment*

2. The information referred to in paragraph 1 shall be reported electronically in the part of the information, monitoring and enforcement system, referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC **and be available for relevant stakeholders including port reception facilities operators.**

Or. en

**Amendment 148**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 6 – paragraph 2**

*Text proposed by the Commission*

2. The information referred to in paragraph 1 shall be reported electronically in the part of the information, monitoring and enforcement system, referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC.

*Amendment*

2. The information referred to in paragraph 1 shall be reported electronically in the part of the information, monitoring and enforcement system, referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC **and be available for relevant stakeholders including PRF operators.**

Or. en

**Amendment 149**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Article 7 – title**

*Text proposed by the Commission*

*Amendment*



7 Delivery of waste from ships

7 **Discharge and** delivery of waste from ships **and platforms**

Or. en

*Justification*

*Offshore platforms are currently not covered by the PRF Directive. In 2015, the EU had 232 offshore platforms that staffed approximately 100-200 people each. Analysts have concluded that they constitute 'a significant proportion of sources of at-sea-waste'. Their waste should therefore also be covered by this Directive aiming to minimise discharge of litter into the sea.*

**Amendment 150**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**

**Article 7 – title**

*Text proposed by the Commission*

*Amendment*

7 Delivery of waste from ships

7 **Discharge and** delivery of waste from ships

Or. en

**Amendment 151**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**

**Article 7 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

1. The master of a ship calling at a Union port shall, before **leaving** the port, deliver all the waste carried on board of the ship to a port reception facility in accordance with the relevant discharge norms laid down in the MARPOL Convention.

1. The master of a ship calling at a Union port shall **not discharge waste at sea** before **arriving to** the port, **and shall** deliver all the waste carried on board of the ship to a **Union** port reception facility in accordance with the relevant discharge norms laid down in the MARPOL Convention.

***The master of an offshore platform shall send all waste produced on the fixed or floating platform to a port reception***

*facility at regular intervals.*

Or. en

## **Amendment 152**

**Marie-Christine Arnautu**

### **Proposal for a directive**

#### **Article 7 – paragraph 1**

*Text proposed by the Commission*

1. The master of a ship calling at a Union port shall, before leaving the port, deliver all the waste carried on board of the ship to a port reception facility in accordance with the relevant discharge norms laid down in the MARPOL Convention.

*Amendment*

1. The master of a ship calling at a Union port shall, before leaving the port, deliver all the waste carried on board of the ship to a port reception facility, ***if the port has one***, in accordance with the relevant discharge norms laid down in the MARPOL Convention.

Or. fr

#### *Justification*

*For that operation to be possible, the port must be fitted with port reception facilities which take account of the size of the ship, the nature of the waste and its volume.*

## **Amendment 153**

**Keith Taylor, Karima Delli**

### **Proposal for a directive**

#### **Article 7 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***1a. In line with the MARPOL Convention and existing EU legislation, notably Directive 2005/35/EC, discharge of plastics, including synthetic ropes, synthetic fishing nets, plastic garbage and incinerator ashes from plastic products, is prohibited, except as follows:***

***(a) the discharge of plastics from a ship necessary for the purpose of securing***

*the safety of a ship and those on board or saving life at sea;*

*(b) the accidental loss of plastics resulting from damage to a ship or its equipment, provided that all reasonable precautions have been taken before and after the occurrence of the damage, to prevent or minimize the accidental loss;*

*(c) the accidental loss of fishing gear from a ship provided that all reasonable precautions have been taken to prevent such loss;*

*(d) the discharge of fishing gear from a ship for the protection of the marine environment or for the safety of that ship or its crew.*

*The Commission shall be empowered by means of delegated acts in accordance with Article 19 to define all reasonable precautions to prevent accidental losses of fishing gear.*

Or. en

#### *Justification*

*The proposed PRF Directive aims at “MARPOL alignment with additional focus on marine litter.” Plastics constitute over 90% of marine litter, and exist in the environment for centuries once discharged into the marine environment. MARPOL Annex V prohibits discharge of plastic into the marine environment except under certain conditions, which are not Union law as it is left to Member State implementation of its MARPOL obligations. Its inclusion here would incorporate this prohibition into Union law and would further incentivise the delivery of plastics to port reception facilities in line with the other revisions being proposed on marine litter.*

#### **Amendment 154**

**Renaud Muselier, Alain Cadec, Franck Proust**

#### **Proposal for a directive**

#### **Article 7 – paragraph 2 – subparagraph 1**

*Text proposed by the Commission*

*Upon delivery, the waste operator or the authority of the port where the waste was*

*Amendment*

*Except in the case of pleasure crafts less than 24 metres in length, the waste*

delivered shall accurately complete the form in Annex 3 and issue the receipt to the ship.

operator or the authority of the port where the waste was delivered shall accurately complete the form in Annex 3 and issue the receipt to the ship.

Or. fr

**Amendment 155**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 7 – paragraph 2 – subparagraph 1**

*Text proposed by the Commission*

*Upon delivery*, the waste operator or the authority of the port where the waste was delivered shall accurately complete the form in Annex 3 and issue the receipt to the ship.

*Amendment*

The waste operator or the authority of the port where the waste was delivered shall accurately complete the form in Annex 3 and issue the receipt to the ship, ***within the first working hour following the waste collection.***

Or. en

*Justification*

*Irrespective of the workforce, editing of the waste delivery receipt at the ship and its electronic transmission, before the ship's departure, through the Single maritime window and Safe SeaNet by the reporting parties, is not always possible, unless one imposes on collectors a round-the-clock administrative organisation at the ship's expenses.*

**Amendment 156**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 7 – paragraph 2 – subparagraph 1**

*Text proposed by the Commission*

Upon delivery, the waste operator or the authority of the port where the waste was delivered shall accurately complete the form in Annex 3 and issue the receipt to the ship.

*Amendment*

Upon delivery, the waste operator or the authority of the port where the waste was delivered shall accurately complete the form in Annex 3 and issue the ***waste*** receipt to the ship ***without undue delay.***

**Amendment 157**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 7 – paragraph 2 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

*This requirement shall not apply in small unmanned ports or in remotely located ports, provided that the Member State where such a port is located has reported this information electronically in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive.*

*deleted*

Or. en

**Amendment 158**  
**Peter van Dalen**

**Proposal for a directive**  
**Article 7 – paragraph 2 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

This requirement shall not apply in small *unmanned ports or in remotely located* ports, provided that the Member State where such a port is located has reported this information electronically in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive.

This requirement shall not apply in small ports, provided that the Member State where such a port is located has reported this information electronically in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive.

Or. en

*Justification*

*It is sufficient for Member States to exclude small ports.*

**Amendment 159**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 7 – paragraph 2 – subparagraph 2**

*Text proposed by the Commission*

This requirement shall not apply in small unmanned *ports* or in remotely located *ports*, provided that the Member State where such a port is located has reported this information electronically in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive.

*Amendment*

This requirement shall not apply in small *ports with* unmanned *facilities* or in *ports that are* remotely located, provided that the Member State where such a port is located has reported this information electronically in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive.

Or. en

**Amendment 160**  
**Cláudia Monteiro de Aguiar**

**Proposal for a directive**  
**Article 7 – paragraph 2 – subparagraph 2**

*Text proposed by the Commission*

This requirement shall not apply in small unmanned ports or in remotely located ports, provided that the Member State where such a port is located has reported this information electronically in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive.

*Amendment*

This requirement shall not apply in small unmanned *ports, small* ports or in remotely located ports, provided that the Member State where such a port is located has reported this information electronically in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive.

Or. en

**Amendment 161**  
**Tania González Peñas**

**Proposal for a directive**  
**Article 7 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

**2a. In accordance with Article 48 of Regulation (EC) No 1224/2009, the master of a fishing vessel calling at a Union port shall report to the competent authority of its flag Member State any losses of fishing gear within 24 hours. The Commission shall be empowered to adopt delegated acts in accordance with Article 19 to determine the format for reporting by fishing vessels.**

Or. en

**Amendment 162**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 7 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

3. The operator, agent or master of a ship, falling within the scope of Directive 2002/59/EC, shall before departure, electronically report the information from the waste receipt in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC.

3. The operator, agent or master of a ship, falling within the scope of Directive 2002/59/EC, shall before departure, **or as soon as practicable after receiving it**, electronically report the information from the waste receipt in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC.

Or. en

**Amendment 163**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 7 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

3. The operator, agent or master of a ship, falling within the scope of Directive 2002/59/EC, shall **before departure**, electronically report the information from the waste receipt in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC.

3. **Within 4 working days from the waste collection**, the operator, agent or master of a ship, falling within the scope of Directive 2002/59/EC, shall electronically report the information from the waste receipt in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC.

Or. en

#### *Justification*

*Irrespective of the workforce, editing of the waste delivery receipt at the ship and its electronic transmission, before the ship's departure, through the Single maritime window and Safe SeaNet by the reporting parties, is not always possible, unless one imposes on collectors a round-the-clock administrative organisation at the ship's expenses.*

#### **Amendment 164**

**Renaud Muselier, Alain Cadec, Franck Proust**

#### **Proposal for a directive Article 7 – paragraph 3**

##### *Text proposed by the Commission*

3. The operator, agent or master of a ship, falling within the scope of Directive 2002/59/EC, shall **before departure**, electronically report the information from the waste receipt in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC.

##### *Amendment*

3. The operator, agent or master of a ship, falling within the scope of Directive 2002/59/EC, shall, **within one working day after reception**, electronically report the information from the waste receipt in the part of the information, monitoring and enforcement system referred to in Article 14 of this Directive, in accordance with Directive 2010/65/EU and Directive 2002/59/EC.

Or. fr

#### **Amendment 165 Miltiadis Kyrkos**



**Proposal for a directive**  
**Article 7 – paragraph 5 – point a**

*Text proposed by the Commission*

*Amendment*

(a) *the ship only calls at anchorage for less than 24 hours or under adverse weather conditions;*

*deleted*

Or. en

**Amendment 166**  
**Renaud Muselier, Alain Cadec, Franck Proust**

**Proposal for a directive**  
**Article 7 – paragraph 5 – point a**

*Text proposed by the Commission*

*Amendment*

(a) the ship only calls at anchorage for less than 24 hours *or* under adverse weather conditions;

(a) the ship only calls at anchorage *at a port of call for trading purposes* for less than 24 hours, under adverse weather conditions *or while waiting to be chartered*;

Or. fr

**Amendment 167**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 7 – paragraph 5 – point a**

*Text proposed by the Commission*

*Amendment*

(a) the ship only calls at anchorage for less than 24 hours or under adverse weather conditions;

(a) the ship only calls at anchorage for less than 24 hours or under adverse weather conditions *or waiting for chartering*;

Or. en

### *Justification*

*The ships at anchorage waiting for chartering or for shelter do not have any commercial link with the ports and thus are not registered in the Port Community System. Therefore, the port authority cannot receive the ships' prior notification regarding the waste volumes they may deliver at the port. The port authority would be unable to invoice them in case of waste delivery.*

#### **Amendment 168** **Dominique Riquet**

##### **Proposal for a directive** **Article 7 – paragraph 5 – point a**

*Text proposed by the Commission*

(a) the ship only calls at anchorage for less than 24 hours or under adverse weather conditions;

*Amendment*

(a) the ship only calls at anchorage for less than 24 hours, ***while waiting to be chartered*** or under adverse weather conditions;

Or. fr

#### **Amendment 169** **Merja Kyllönen**

##### **Proposal for a directive** **Article 7 – paragraph 5 – point b**

*Text proposed by the Commission*

(b) the information provided in accordance with Annexes 2 and 3 shows that there is sufficient dedicated storage capacity for all waste that has been accumulated and will be accumulated during the intended voyage of the ship until the next port of call.

*Amendment*

(b) the information provided in accordance with Annexes 2 and 3 shows that there is sufficient dedicated storage capacity for all waste that has been accumulated and will be accumulated during the intended voyage of the ship until the next port of call. ***Regardless of sufficient dedicated storage capacity, waste as defined in MARPOL Annex V not including cargo residues, must be delivered to port reception facilities before proceeding to the next port of call with the exception of minor amounts of waste.***

*Justification*

*To maximize incentives for delivery of Annex V waste at each port, not incl. cargo residues, and minimize incentives for waste shopping, Annex V waste should be delivered at every port call, unless the vessel is exempted in accord. with Article 9. This would not apply to minor amounts of waste. Excl. MARPOL Annex V waste from the exception based on sufficient storage capacity is in line with the suggested 100% “no special fee” for MARPOL Annex V waste as proposed in Article 8 Par.2(c).*

**Amendment 170**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 7 – paragraph 6**

*Text proposed by the Commission*

6. In order to ensure uniform conditions for the implementation of the exception based on sufficient dedicated storage capacity, implementing powers shall be conferred on the Commission to define the ***methods to be used for the calculation of the*** sufficient dedicated storage capacity on board. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 20(2).

*Amendment*

6. In order to ensure uniform conditions for the implementation of the exception based on sufficient dedicated storage capacity, implementing powers shall be conferred on the Commission to define the ***percentage of*** sufficient dedicated storage capacity on board. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 20(2).

*Justification*

*The notion of “sufficient dedicated storage capacity” should be specified. Furthermore it should be simple, pragmatic and operational enough. The staff overseeing these controls should be able to conduct the necessary checks smoothly without administrative burden.*

**Amendment 171**  
**Renaud Muselier, Alain Cadec, Franck Proust**

**Proposal for a directive**  
**Article 7 – paragraph 6**

*Text proposed by the Commission*

6. In order to ensure uniform conditions for the implementation of the exception based on sufficient dedicated storage capacity, implementing powers shall be conferred on the Commission to define the ***methods to be used for the calculation*** of the sufficient dedicated storage capacity on board. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 20(2).

*Amendment*

6. In order to ensure uniform conditions for the implementation of the exception based on sufficient dedicated storage capacity, implementing powers shall be conferred on the Commission to define the ***percentage*** of the sufficient dedicated storage capacity on board. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 20(2).

Or. fr

**Amendment 172**

**Deirdre Clune**

**Proposal for a directive**

**Article 7 – paragraph 7**

*Text proposed by the Commission*

7. If ***the next port of call is located outside the Union, or there are good reasons to believe*** that adequate facilities are ***not*** available in the next port of call, or this port is unknown, the Member State shall require the ship to deliver ***all its waste*** before departure.

*Amendment*

7. If, ***on the basis of the available information, including the information that is electronically available in the information, monitoring and enforcement system referred to in Article 14 of this Directive or in GSIS, it cannot be established*** that adequate facilities are available in the next port of call, or this port is unknown, the Member State shall require the ship to deliver, before departure, ***all waste that cannot be adequately received and treated at the next port of call.***

Or. en

**Amendment 173**

**Kosma Zlotowski**

**Proposal for a directive**

## Article 7 – paragraph 7

*Text proposed by the Commission*

7. If ***the next port of call is located outside the Union, or there are good reasons to believe*** that adequate facilities are ***not*** available in the next port of call, or this port is unknown, the Member State shall require the ship to deliver ***all its waste before departure***.

*Amendment*

7. If, ***on the basis of the information available, including information available electronically in information, monitoring and legislation enforcement systems, as referred to in Article 14 or in GSIS, it cannot be established*** that adequate facilities are available in the next port of call, or this port is unknown, the Member State shall require the ship to deliver, ***before departure, all waste that cannot be adequately received and handled at the next port of call***.

Or. pl

*Justification*

*The location of a ship's next port of call does not determine the adequacy of facilities for the reception of waste from ships. The question of whether the next port of call for a ship is within the EU or not is immaterial. It is important that a ship leaving a port has sufficient tank capacity for waste storage until it reaches the next port of call and that the port has the appropriate facilities for receiving and handling waste.*

## Amendment 174

Renaud Muselier, Alain Cadec, Franck Proust

### Proposal for a directive Article 7 – paragraph 7

*Text proposed by the Commission*

7. If the next port of call is located outside the Union, ***or*** there are good reasons to believe that adequate facilities are not available in the next port of call, or this port is unknown, ***the Member State shall require the ship to deliver all its waste before departure***.

*Amendment*

7. ***Without prejudice to the provisions of the Marpol Convention, the Member State shall require the ship to deliver all its waste before departure*** if the next port of call is located outside the Union ***and*** there are good reasons to believe that adequate facilities are not available in the next port of call, or this port is unknown.

Or. fr

**Amendment 175**  
**Marie-Christine Arnautu**

**Proposal for a directive**  
**Article 7 – paragraph 7**

*Text proposed by the Commission*

7. If the next port of call is located outside the Union, or there are good reasons to believe that adequate facilities are not available in the next port of call, or this port is unknown, the Member State shall require the ship to deliver all its waste before departure.

*Amendment*

7. If the next port of call is located outside the Union, or there are good reasons to believe that adequate facilities are not available in the next port of call, or this port is unknown, the Member State shall require the ship to deliver all its waste, ***provided that the storage space is available at the port facilities***, before departure.

Or. fr

*Justification*

*Ports must provide port facilities with enough storage space to enable ships to deliver all their waste in one go: if the ship cannot deliver all its waste because a port's storage space is inadequate or full, the ship must be allowed to continue its journey.*

**Amendment 176**  
**Peter van Dalen**

**Proposal for a directive**  
**Article 7 – paragraph 7**

*Text proposed by the Commission*

7. If the next port of call is located outside the Union, ***or*** there are good reasons to believe that adequate facilities are not available in the next port of call, or ***this port*** is unknown, the Member State shall require the ship to deliver all its waste before departure.

*Amendment*

7. If the next port of call is located outside the Union ***and*** there are good reasons to believe that adequate facilities are not available in the next port of call, or ***the next port of call*** is unknown, the Member State shall require the ship to deliver all its waste before departure.

Or. en

**Amendment 177**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Article 7 – paragraph 8 a (new)**

*Text proposed by the Commission*

*Amendment*

**8a. Platform masters shall be required to send garbage generated on fixed or floating platforms at regular intervals to port reception facilities.**

Or. en

*Justification*

*Offshore platforms are currently not covered by the PRF Directive. In 2015, the EU had 232 offshore platforms that staffed approximately 100-200 people each. Analysts have concluded that they constitute 'a significant proportion of sources of at-sea-waste'. Their waste should therefore also be covered by this Directive aiming to minimise discharge of litter into the sea.*

**Amendment 178**  
**Tania González Peñas**

**Proposal for a directive**  
**Article 7 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 7a**

**Prevention of Lost Fishing Gear**

- 1. The master of ship calling at a port in a Member State engaged in fishing operations shall ensure that all reasonable precautions are taken to prevent the loss of fishing gear.**
- 2. The Commission shall be empowered to define all reasonable precautions to be taken to prevent the loss of fishing gear. Those delegated acts shall be adopted in accordance with the examination procedure referred to in Article 20(2).**

**Amendment 179**  
**Tania González Peñas**

**Proposal for a directive**  
**Article 7 b (new)**

*Text proposed by the Commission*

*Amendment*

**Article 7b**

***Circularity of fishing gear***

***The Commission shall request the European standardisation organisations to develop harmonised standards to ensure the circular design of fishing gear, in particular with respect to preparation for re-use and recyclability, without prejudice to Council Regulation (EC) No 850/98.***

Or. en

**Amendment 180**  
**Maria Grapini**

**Proposal for a directive**  
**Article 8 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

1. Member States shall ensure that the costs of operating port reception facilities for the reception and treatment of waste from ships, other than cargo residues, shall be covered through the collection of a fee from ships. Those costs include the elements listed in Annex 4.

1. Member States shall ensure that the costs of operating port reception facilities for the reception and treatment of waste from ships, other than cargo residues, shall be covered through the collection of a fee from ships, ***respecting "the polluter pays" principle***. Those costs include the elements listed in Annex 4.

Or. en



**Amendment 181**  
**Peter van Dalen**

**Proposal for a directive**  
**Article 8 – paragraph 1**

*Text proposed by the Commission*

1. Member States shall ensure that the costs of operating port reception facilities for the reception and treatment of waste from ships, other than cargo residues, **shall be** covered through the collection of a fee from ships. Those costs include the elements listed in Annex 4.

*Amendment*

1. Member States shall ensure that the costs of operating port reception facilities for the reception and treatment of waste from ships, other than cargo residues, **are** covered through the collection of a fee from ships. Those costs include the elements listed in Annex 4.

Or. en

**Amendment 182**  
**Gesine Meissner**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) the indirect fee shall cover the indirect administrative costs, as well as a significant part of the direct operational costs, as determined in Annex 4. The significant part of the direct operational costs shall represent at least 30 % of the total **yearly** direct costs for actual delivery of the waste;

*Amendment*

(b) the indirect fee shall cover the indirect administrative costs, as well as a significant part of the direct operational costs, as determined in Annex 4. The significant part of the direct operational costs shall represent at least 30 % of the total direct costs for actual delivery of the waste **during the previous year. Costs related to expected traffic volume for the coming year can also be taken into account;**

Or. en

**Amendment 183**  
**Deirdre Clune**

**Proposal for a directive**

## Article 8 – paragraph 2 – point b

*Text proposed by the Commission*

(b) the indirect fee shall cover the indirect administrative costs, as well as a significant part of the direct operational costs, as determined in Annex 4. The significant part of the direct operational costs shall represent at least 30 % of the total **yearly** direct costs for actual delivery of the waste;

*Amendment*

(b) the indirect fee shall cover the indirect administrative costs, as well as a significant part of the direct operational costs, as determined in Annex 4. The significant part of the direct operational costs shall represent at least 30 % of the total direct costs for actual delivery of the waste **during the previous year**;

Or. en

## Amendment 184

**Peter van Dalen**

### Proposal for a directive

## Article 8 – paragraph 2 – point b

*Text proposed by the Commission*

(b) the indirect fee shall cover the indirect administrative costs, as well as a significant part of the direct operational costs, as determined in Annex 4. The significant part of the direct operational costs shall represent at least 30 % of the total **yearly** direct costs for actual delivery of the waste;

*Amendment*

(b) the indirect fee shall cover the indirect administrative costs, as well as a significant part of the direct operational costs, as determined in Annex 4. The significant part of the direct operational costs shall represent at least 30 % of the total direct costs **from the previous year** for actual delivery of the waste;

Or. en

### *Justification*

*In order for Ports to determine an accurate number for the total yearly costs, the previous year's figures should be used as guidance.*

## Amendment 185

**Rolandas Paksas**

### Proposal for a directive

## Article 8 – paragraph 2 – point b

*Text proposed by the Commission*

*Amendment*

(b) the indirect fee shall cover the indirect administrative costs, as well as a significant part of the direct operational costs, as determined in Annex 4. The significant part of the direct operational costs shall represent at least 30 % of the total **yearly** direct costs for actual delivery of the waste;

(b) the indirect fee shall cover the indirect administrative costs, as well as a significant part of the direct operational costs, as determined in Annex 4. The significant part of the direct operational costs shall represent at least 30 % of the total direct costs for actual delivery of the waste;

Or. en

*Justification*

*It will be more relevant to base on the results from the year N - 1.*

**Amendment 186**

**Kosma Zlotowski**

**Proposal for a directive**

**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, ***including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;***

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention - ***other than cargo residues - no fees shall be charged directly for that waste, in order to ensure a right of delivery without any additional charges based on the amount of waste indicated in advance, unless the amount of waste exceeds the maximum waste storage capacity as defined in the form included in Annex 2 to this Directive. Passively-fished waste is covered by this system, which includes the right to delivery;***

Or. pl

**Amendment 187**

**Deirdre Clune**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges; ***The indirect fee shall cover quantities normally delivered with respect to the category, type and size of ship and not exceeding the maximum designated storage capacity as mentioned in the form set out in Annex 2 to this Directive for ships falling within the scope of Directive 2002/59/EC other than for a fishing vessel or a recreational craft of less than 45 metres length who are exempt from the requirements of paragraph 1 in Article 6 and for whom the indirect fee shall cover all the costs of port reception facilities for this waste;***

Or. en

**Amendment 188**  
**Lars Adaktusson**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged

shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges; ***The indirect fee shall cover quantities normally delivered with respect to the category, type and size of the ship;***

Or. en

**Amendment 189**  
**Elissavet Vozemberg-Vrionidi**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, ***other than cargo residues*** including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges; ***The indirect fee shall cover quantities normally delivered with respect to the category, type and size of the ship;***

Or. en

*Justification*

*In order to address any legal uncertainties, it should be made clear that the general provision for cargo residues should also cover cargo residues which fall under Annex V of MARPOL. Furthermore, ports should be able to set up upper limits for waste covered by the 100% indirect fee on the basis of the quantities normally delivered with regard to the category, type and size of the ship. The introduction of the 100% indirect fee without any limits would be a severe and unacceptable divergence from the ‘polluter pays’ principle. It risks to discourage tackling waste at the source by reducing waste volumes on board, which has been the cornerstone of the EU waste policy.*

**Amendment 190**  
**Renaud Muselier, Alain Cadec, Franck Proust**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, ***except for hazardous waste***, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges, ***up to an amount established in the handling and reception plan***;

Or. fr

**Amendment 191**  
**Cláudia Monteiro de Aguiar, Wim van de Camp**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges. ***The indirect fee shall cover quantities normally delivered with respect to the category, type and size of the ship***;

Or. en

## Amendment 192

Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin, Maria Grapini

### Proposal for a directive

#### Article 8 – paragraph 2 – point c

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges; ***the indirect fee shall cover quantities normally delivered with respect to the category, type and size of the ship.***

Or. en

## Amendment 193

David-Maria Sassoli

### Proposal for a directive

#### Article 8 – paragraph 2 – point c

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges; ***The indirect fee shall cover quantities normally delivered with respect to the category, type and size of the ship;***

**Amendment 194**  
**Miltiadis Kyrkos, Knut Fleckenstein**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges; ***The indirect fee shall cover quantities normally delivered with respect to the category, type and size of the ship;***

Or. en

*Justification*

*Ports should be able to set up upper limits for waste covered by the 100% indirect fee on the basis of the quantities normally delivered with regard to the to the category, type and size of the ship. The introduction of the 100% indirect fee without any limits would be a severe and unacceptable divergence from the ‘polluter pays’ principle. It risks to discourage tackling waste at the source by reducing waste volumes on board, which has been the cornerstone of the EU waste policy.*

**Amendment 195**  
**Izaskun Bilbao Barandica**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL



Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges; ***The indirect fee shall cover quantities normally delivered with respect to the category, type and size of the ship***

Or. en

**Amendment 196**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover ***all*** the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, ***with the exception of hazardous waste***, the indirect fee to be charged shall cover the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges, ***within a maximum volume set by the waste reception and handling plan***;

Or. en

*Justification*

*The proposal aims at applying an indirect fee covering all the indirect costs for the use of the port reception facilities for solid waste in order to ensure a right to deliver waste without additional direct charge for ships.*

**Amendment 197**  
**Ivo Belet**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, including the waste that has been collected in nets during fishing operations, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, ***covering quantities normally delivered (with respect to the category, type and size of the ship)*** in order to ensure a right of delivery without any additional direct charges;

Or. en

**Amendment 198**  
**Peter van Dalen**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, ***including the waste that has been collected in nets during fishing operations***, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

Or. en

## *Justification*

*Fishermen who collect waste, both actively and passively should not be subject to the indirect fee. A number of Member States have successful fishing for litter schemes that help to reduce the amount of waste in our oceans; an indirect fee for fished waste could harm them.*

### **Amendment 199**

**Rosa D'Amato**

#### **Proposal for a directive**

#### **Article 8 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, ***including the waste that has been collected in nets during fishing operations***, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

*Amendment*

(c) in order to provide for a maximum incentive for the delivery of waste as defined in Annex V to the MARPOL Convention, the indirect fee to be charged shall cover all the costs of port reception facilities for this waste, in order to ensure a right of delivery without any additional direct charges;

Or. it

### **Amendment 200**

**Deirdre Clune**

#### **Proposal for a directive**

#### **Article 8 – paragraph 2 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

***(ca) In order to avoid that the costs of collection and treatment of passively fished waste are borne exclusively by port users, Member States shall cover these costs from the revenues generated by alternative financing systems, including waste management schemes and the regional, national and European funding available;***

**Amendment 201**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

***(ca) in order to provide maximum disincentive for the discharge of waste as defined in Annex V to the MARPOL Convention, a fixed fee equal to the fee charged in subparagraph (c) shall be collected from ships that cannot provide proof of delivery at the last port of call, unless exempted under Article 9.***

Or. en

*Justification*

*While a 100% indirect fee system removes the financial incentive to discharge garbage at sea, it does not provide a financial disincentive to discharge garbage at sea. Without this financial disincentive, discharges of garbage at sea may still occur where the delivery to port can be avoided due to administrative burden, time delay or other reasons. In the European Commission-funded Study to Support the Development of Measures to Combat a Range of Marine Litter Sources, various types of cost recovery systems were reviewed, concluding that the superior approach is a 100% no-special-fee system coupled with a deposit-refund or opposite fee (penalty for non-delivery). (Eunomia, Study to Support the Development of Measures to Combat a Range of Marine Litter Sources: Report for European Commission DG Environment (January 2016), pp. 56-60).*

**Amendment 202**  
**Nicola Caputo, Isabella De Monte, Renata Briano**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

***(ca) in order to avoid the costs of collection in port reception facilities and subsequent treatment of passively fished***

*waste being borne by port users, Member States shall cover those costs entirely from the revenues generated by the alternative income sources listed in Annex 4;*

Or. it

*Justification*

*The delivery of passively fished waste should not result in additional costs for fishing vessels. The costs of collection of passively fished waste in port reception facilities and its subsequent management should be financed by alternative income sources.*

**Amendment 203**

**Miltiadis Kyrkos, Knut Fleckenstein**

**Proposal for a directive**

**Article 8 – paragraph 2 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

*(ca) The indirect fee of subparagraph  
(c) shall not cover hazardous waste ;*

Or. en

*Justification*

*Hazardous waste should be subject to the general indirect fee system of Article 8, Paragraph 2 (b). Introducing a fee system whereby ships could deliver hazardous waste for 100% fixed fee, would be a severe and unacceptable divergence from the ‘polluter pays’ principle.*

**Amendment 204**

**Elissavet Vozemberg-Vrionidi**

**Proposal for a directive**

**Article 8 – paragraph 2 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

*(ca) The indirect fee of subparagraph  
(c) shall not cover hazardous waste ;*

Or. en

### *Justification*

*Introducing a fee system whereby ships could deliver hazardous waste for 100% fixed fee, would be a severe divergence from the 'polluter pays' principle. Furthermore, hazardous waste usually needs special treatment.*

#### **Amendment 205**

**Peter van Dalen**

#### **Proposal for a directive**

#### **Article 8 – paragraph 2 – point d**

##### *Text proposed by the Commission*

(d) The indirect fee shall not cover the waste from exhaust gas cleaning systems, the costs of which shall be covered on the basis of the types and quantities of waste delivered.

##### *Amendment*

(d) The indirect fee shall not cover the waste from exhaust gas cleaning systems, the costs of which shall be covered on the basis of the types and quantities of waste delivered, ***nor shall it cover waste actively and passively collected by fishing vessels engaged in fishing for litter schemes.***

Or. en

### *Justification*

*Fishermen who collect waste, both actively and passively should not be subject to the indirect fee. A number of Member States have successful fishing for litter schemes that help to reduce the amount of waste in our oceans; an indirect fee for fished waste could harm them.*

#### **Amendment 206**

**David-Maria Sassoli**

#### **Proposal for a directive**

#### **Article 8 – paragraph 2 – point d**

##### *Text proposed by the Commission*

(d) The indirect fee shall not cover ***the waste from exhaust gas cleaning systems, the costs of which shall be covered on the basis of the types and quantities of waste delivered.***

##### *Amendment*

(d) The indirect fee ***of subparagraph (c)*** shall not cover ***hazardous*** waste;

Or. en

**Amendment 207**  
**Lars Adaktusson**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point d**

*Text proposed by the Commission*

(d) The indirect fee shall not cover the waste from exhaust gas cleaning systems, the costs of which shall be covered on the basis of the types and quantities of waste delivered.

*Amendment*

(d) The indirect fee shall not cover the waste from exhaust gas cleaning systems ***or hazardous waste***, the costs of which shall be covered on the basis of the types and quantities of waste delivered.

Or. en

**Amendment 208**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point d a (new)**

*Text proposed by the Commission*

*Amendment*

***(da) the fee shall include a fixed contribution by all ships towards a national fund, established and maintained in accordance with Article 9a, to support projects for the collection of passively fished waste from fishing vessels (fishing-for-litter schemes) and waste found on coastlines in the vicinity of ports and along shipping routes (beach clean-ups), ensuring no additional costs are accrued.***

Or. en

*Justification*

*In order to contribute to the costs associated with managing passively fished waste collected by fishing vessels and to support clean-up in the vicinity of ports and along shipping routes, Member States should establish and manage a fund to support fishing-for-litter schemes and beach clean-ups. The delivery of passively fished waste should not result in additional costs on fishing vessels.*

**Amendment 209**  
**Tania González Peñas**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point d a (new)**

*Text proposed by the Commission*

*Amendment*

*(da) part of the fee shall include a contribution to a national fund to support fishing-for-litter schemes, including adequate infrastructure in the port facilities.*

Or. en

**Amendment 210**  
**Cláudia Monteiro de Aguiar, Wim van de Camp**

**Proposal for a directive**  
**Article 8 – paragraph 2 – point d a (new)**

*Text proposed by the Commission*

*Amendment*

*(da) The indirect fee of subparagraph (c) shall not cover services provided outside normal operating hours in the port and hazardous waste;*

Or. en

**Amendment 211**  
**Renaud Muselier, Alain Cadec, Franck Proust**

**Proposal for a directive**  
**Article 8 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

3. The *part of the* costs which *is* not covered by the *fee* referred to in *subparagraph (b)*, if any, shall be covered on the basis of the types and quantities of

3. The costs which *are* not covered by the *fees* referred to in *subparagraphs (b) and (c)*, if any, shall be covered on the basis of the types and quantities of waste



waste actually delivered by the ship.

actually delivered by the ship.

Or. fr

**Amendment 212**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 8 – paragraph 3**

*Text proposed by the Commission*

3. ***The part of*** the costs which *is* not covered by the *fee* referred to in ***subparagraph (b)***, if any, shall be covered on the basis of the types and quantities of waste actually delivered by the ship.

*Amendment*

3. The costs which ***are*** not covered by the ***fees*** referred to in ***subparagraphs (b) and (c)***, if any, shall be covered on the basis of the types and quantities of waste actually delivered by the ship.

Or. en

*Justification*

*The proposal aims at applying an indirect fee covering all the indirect costs for the use of the port reception facilities for solid waste in order to ensure a right to deliver waste without additional direct charge for ships.*

**Amendment 213**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin, Maria Grapini**

**Proposal for a directive**  
**Article 8 – paragraph 4**

*Text proposed by the Commission*

4. The fees may be differentiated with respect to, inter alia, the category, type and size of the ship and the type of traffic the ship is engaged in, as well as with respect to services provided outside normal operating hours in the port.

*Amendment*

4. The fees may be differentiated with respect to, inter alia, the category, type and size of the ship and the type of traffic the ship is engaged in, ***the hazardous nature and risk of the waste***, as well as with respect to services provided outside normal operating hours in the port.

Or. en

**Amendment 214**  
**Tania González Peñas**

**Proposal for a directive**  
**Article 8 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a. The fees may be reduced by up to 50% if a ship is engaged in short sea shipping trade within the meaning laid down in Commission Communication COM(2004) 453.**

Or. es

**Amendment 215**  
**Elissavet Vozemberg-Vrionidi**

**Proposal for a directive**  
**Article 8 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a. The fees shall be reduced on the basis of the type of trade the ship is engaged in, in particular when a ship is engaged in short sea shipping trade.**

Or. en

**Amendment 216**  
**Miltiadis Kyrkos**

**Proposal for a directive**  
**Article 8 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a. The fees shall be reduced on the basis of the type of trade the ship is engaged in, in particular when a ship is**

*engaged in short sea shipping trade.*

Or. en

**Amendment 217**  
**Kosma Zlotowski**

**Proposal for a directive**  
**Article 8 – paragraph 5**

*Text proposed by the Commission*

5. The *fees shall be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste* in a sustainable and *environmentally sound* manner. *The Commission shall be empowered by means of delegated acts* in accordance with *Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management.*

*Amendment*

5. The *Commission shall adopt implementing acts to establish criteria indicating that waste on the ship in question is managed* in a sustainable and *environmentally-sound* manner. *Those implementing acts shall be adopted* in accordance with *the examination procedure referred to in Article 20(2).*

Or. pl

*Justification*

*In order to ensure the participation of the Member States in the process of defining the criteria for 'green ships', which will, among other things, have an impact on the charges for delivering waste at ports, these criteria should be drawn up in the form of a Commission implementing act and not of a delegating act.*

**Amendment 218**  
**Renaud Muselier, Alain Cadec, Franck Proust**

**Proposal for a directive**  
**Article 8 – paragraph 5**

*Text proposed by the Commission*

5. The *fees shall be reduced* if the ship's design, equipment and operation are

*Amendment*

5. The *port authority may reduce the fees* if the ship's design, equipment and

such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. ***The Commission shall be empowered by means of delegated acts in accordance with Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management.***

operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner.

Or. fr

**Amendment 219**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 8 – paragraph 5**

*Text proposed by the Commission*

5. The fees ***shall be reduced*** if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. ***The Commission shall be empowered by means of delegated acts in accordance with Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management.***

*Amendment*

5. ***The port authority may reduce*** the fees if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner.

Or. en

*Justification*

*As set by the Regulation on the provision of port services and financial transparency of ports adopted in 2017, the port authority should decide when to apply discounts for ships generating and handling their waste in a sustainable and green manner in order to promote high environmental performance. Criteria should be set by the port authority according to its commercial strategy and its governance system within the existing voluntary charging schemes, such as ESI.*

## Amendment 220

Cláudia Monteiro de Aguiar

### Proposal for a directive

#### Article 8 – paragraph 5

*Text proposed by the Commission*

5. The fees **shall** be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. ***The Commission shall be empowered by means of delegated acts in accordance with Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management.***

*Amendment*

5. The fees **may** be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner.

Or. en

## Amendment 221

Miltiadis Kyrkos, Knut Fleckenstein

### Proposal for a directive

#### Article 8 – paragraph 5

*Text proposed by the Commission*

5. The fees **shall** be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. ***The Commission shall be empowered by means of delegated acts in accordance with Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste***

*Amendment*

5. The fees **may** be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner.

*management.*

Or. en

#### **Amendment 222**

**Elissavet Vozemberg-Vrionidi**

#### **Proposal for a directive**

#### **Article 8 – paragraph 5**

*Text proposed by the Commission*

5. The fees *shall* be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. *The Commission shall be empowered by means of delegated acts in accordance with Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management.*

*Amendment*

5. The fees *may* be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner.

Or. en

#### **Amendment 223**

**Ivo Belet**

#### **Proposal for a directive**

#### **Article 8 – paragraph 5**

*Text proposed by the Commission*

5. The fees *shall* be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. *The Commission shall be empowered by means of delegated acts in accordance*

*Amendment*

5. The fees *may* be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner.

*with Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management.*

Or. en

## **Amendment 224**

**Keith Taylor, Karima Delli**

### **Proposal for a directive**

#### **Article 8 – paragraph 5**

##### *Text proposed by the Commission*

5. The fees shall be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. The Commission shall be empowered by means of delegated acts in accordance with Article 19, to **define** the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management.

##### *Amendment*

5. The fees shall be reduced if the ship's design, equipment and operation, **and procurement policies** are such that it can be demonstrated that the ship produces reduced quantities of **the type of waste to which the fee applies**, and manages its waste in a sustainable and environmentally sound manner.

***Ships qualifying for reductions of fees for waste as defined in Annex V of the MARPOL Convention shall ensure that at least the following minimum requirements are met:***

***(a) adoption of a garbage reduction management plan with measures and procedures to minimise taking on board of material that could become waste;***

***(b) measures and procedures to reduce garbage generated during procurement of supplies and provisions, including:***

***– using supplies that come in bulk, recycled or reusable packaging, and containers;***

***– avoiding the use of disposable cups, utensils, dishes, towels, rags and other convenience items whenever possible; and***

***– avoiding supplies that are made of or packaged in plastics, unless specifically***

*designed for reuse;*

*(c) measures and procedures to reduce garbage generated during the selection of materials for stowage and securing of cargo or protection of cargo from weather, including:*

*– using permanent reusable coverings for cargo protection instead of disposable or recyclable plastic sheeting; and*

*– using stowage systems and methods that reuse dunnage, shoring, lining and packing materials;*

*(d) source separation and collection, including the provision of distinctively marked garbage receptacles on board the ship to receive and separate garbage as it is generated;*

*(e) crew and passenger training and operational procedures in place to limit the accidental or deliberate discharge of all kinds of operational waste, including rope fragments, oil and lubricant containers, personal items of clothing, cigarettes and food packaging;*

*(f) disciplinary procedures and sanctions for employee misconduct resulting in discharges of garbage into the sea;*

The Commission shall be empowered by means of delegated acts in accordance with Article 19, to **add to** the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management.

Or. en

#### *Justification*

*The Green Ship concept should require a set of minimum requirements be met to reduce garbage generation. On 7 July 2017, the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) adopted its 2017 Guidelines for the Implementation of MARPOL Annex V, making several recommendations on procedures and measures to reduce garbage generation. These should constitute the minimum requirements for qualifying for the Green Ship concept under the revised PRF Directive, along with other common-sense measures such as crew training and operational procedures.*



**Amendment 225**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 8 – paragraph 5**

*Text proposed by the Commission*

5. The fees shall be reduced *if* the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. The Commission shall be empowered by means of delegated acts in accordance with Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management.

*Amendment*

5. The fees shall be reduced *on the following basis, if:*

(a) *The ship is engaged in short sea shipping trade*

(b) The ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. The Commission shall be empowered by means of delegated acts in accordance with Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management; *This should be in line with best practice and IMO guidelines.*

Or. en

**Amendment 226**  
**Maria Grapini**

**Proposal for a directive**  
**Article 8 – paragraph 5**

*Text proposed by the Commission*

5. The fees shall be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. The Commission shall be empowered by means

*Amendment*

5. The fees shall be reduced if the ship's design, equipment and operation are such that it can be demonstrated that the ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. The Commission shall be empowered by means

of delegated acts in accordance with Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management.

of delegated acts in accordance with Article 19, to define the criteria for determining that a ship meets the requirements stated in this paragraph in relation to the ship's on-board waste management *and in relation to the quantity of produced waste.*

Or. en

**Amendment 227**  
**Rosa D'Amato**

**Proposal for a directive**  
**Article 8 – paragraph 5 a (new)**

*Text proposed by the Commission*

*Amendment*

**5a. The accidental collection of waste by fishing vessels shall be excluded from the cost recovery system.**

Or. it

*Justification*

*The accidental collection of waste by a fishing vessel shall not be subject to taxation on any grounds. A fishing company that catches, holds on board and disembarks waste accidentally collected at sea bears the direct and indirect costs of the activity in terms of both time and income. Fishing companies that collect waste at sea and land it play a public utility role. The principle underlying the present 'polluter pays' Directive is being distorted.*

**Amendment 228**  
**Rosa D'Amato**

**Proposal for a directive**  
**Article 8 – paragraph 5 b (new)**

*Text proposed by the Commission*

*Amendment*

**5b. Fishing vessels and recreational craft approved for a maximum of 6 passengers, given the reduced quantity and the particular nature of the waste produced by said boats, shall be subject to**

*an indirect, reduced fee including, for fishing vessels, the voluntary disposal of nets no longer in use.*

Or. it

**Amendment 229**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 8 – paragraph 6**

*Text proposed by the Commission*

6. In order to ensure that the fees are fair, transparent, non-discriminatory, and that they reflect the costs of the facilities and services made available, and, where appropriate, used, the amount of the fees and the basis on which they have been calculated shall be made available to the port users.

*Amendment*

6. In order to ensure that the fees are fair, transparent, non-discriminatory, and that they reflect the costs of the facilities and services made available, and, where appropriate, used, the amount of the fees and the basis on which they have been calculated shall be made available *in English* to the port users *in the waste reception and handling plans*.

Or. en

**Amendment 230**  
**Elissavet Vozemberg-Vrionidi**

**Proposal for a directive**  
**Article 8 – paragraph 6**

*Text proposed by the Commission*

6. In order to ensure that the fees are fair, transparent, non-discriminatory, and that they reflect the costs of the facilities and services made available, and, where appropriate, used, the amount of the fees and the basis on which they have been calculated shall be made available to the port users.

*Amendment*

6. In order to ensure that the fees are fair, transparent, *easily identifiable*, non-discriminatory, and that they reflect the costs of the facilities and services made available, and, where appropriate, used, the amount of the fees and the basis on which they have been calculated shall be made available to the port users.

Or. en

**Amendment 231**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Article 8 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 8a**

***Fishing-for-litter initiatives and beach clean-ups***

***1. Member States shall establish and maintain a national fund to support activities and projects for the collection of passively fished waste from fishing vessels and waste found on coastlines in the vicinity of ports and along shipping routes.***

***2. Member States shall ensure that monitoring data on the volume, quantity, and types of passively fished waste and waste found on coastlines in the vicinity of ports and along shipping routes is collected, and shall ensure such monitoring data is transmitted to an electronic database established and maintained by the Commission.***

***3. Member States shall inform the Commission on the national fund established under paragraph 1 by 31 December [two years after adoption], and shall submit bi-annual reports every two years thereafter on the activities and projects that received funding.***

***The Commission shall be empowered by means of delegated acts in accordance with Article 19 to define monitoring data methodologies and the format for reporting.***

Or. en

**Amendment 232**  
**Tania González Peñas**

**Proposal for a directive**  
**Article 8 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 8a**

***Fishing for Litter Initiatives***

- 1. Member States shall establish and maintain a fund to support the collection of passively fished waste from fishing vessels and provide appropriate port facilities.***
- 2. Member States shall inform the Commission of the establishment of their national funds by 31 December [two years after adoption], and shall submit reports every two years thereafter on the activities and projects funded under this article. These reports shall be publically available.***

Or. en

**Amendment 233**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 9 – paragraph 1 – point c**

*Text proposed by the Commission*

*Amendment*

(c) the arrangement under point (b) is evidenced by a signed contract with a port or waste contractor, waste delivery receipts and confirmation that the arrangement has been ***accepted by*** all ports on the ship's route. The arrangement for delivery and payment of the fee shall be made in a port located in the Union in order to constitute sufficient evidence in accordance with this paragraph.

(c) the arrangement under point (b) is evidenced by a signed contract with a port or waste contractor, waste delivery receipts and confirmation that the arrangement has been ***notified to*** all ports on the ship's route. The arrangement for delivery and payment of the fee shall be made in a port located in the Union in order to constitute sufficient evidence in accordance with this paragraph ***or in another port if it can be established based on the information***

*reported electronically into the information, monitoring and enforcement system referred to in Article 14 and in GISIS that adequate facilities are available in the port with which the arrangement under point (b) has been made.*

Or. en

**Amendment 234**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 9 – paragraph 1 – point c**

*Text proposed by the Commission*

(c) the arrangement under point (b) is evidenced by a signed contract with a port or waste contractor, waste delivery receipts and confirmation that the arrangement has been accepted by all ports on the ship's route. The arrangement for delivery and payment of the fee shall be made in a port *located in the Union* in order to constitute sufficient evidence in accordance with this paragraph.

*Amendment*

(c) the arrangement under point (b) is evidenced by a signed contract with a port or waste contractor, waste delivery receipts and confirmation that the arrangement has been accepted by all ports on the ship's route. The arrangement for delivery and payment of the fee shall be made in a port in order to constitute sufficient evidence in accordance with this paragraph.

Or. en

*Justification*

*MARPOL is an international Convention forbidding waste discharging into the sea. As a consequence, non-European ports also have to take all the necessary measures for collecting and processing ship-generated waste.*

**Amendment 235**  
**Renaud Muselier, Alain Cadec, Franck Proust**

**Proposal for a directive**  
**Article 9 – paragraph 1 – point c**

*Text proposed by the Commission*

*Amendment*

(c) the arrangement under point (b) is evidenced by a signed contract with a port or waste contractor, waste delivery receipts and confirmation that the arrangement has been accepted by all ports on the ship's route. The arrangement for delivery and payment of the fee shall be made in a port **located in the Union** in order to constitute sufficient evidence in accordance with this paragraph.

(c) the arrangement under point (b) is evidenced by a signed contract with a port or waste contractor, waste delivery receipts and confirmation that the arrangement has been accepted by all ports on the ship's route. The arrangement for delivery and payment of the fee shall be made in a port in order to constitute sufficient evidence in accordance with this paragraph.

Or. fr

**Amendment 236**  
**Keith Taylor, Karima Delli**

**Proposal for a directive**  
**Article 9 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 9a**

***Extended Producer Responsibility***

***Member States shall establish extended producer responsibility schemes for fishing gear and fishing gear components. In addition to the minimum requirements set out in Article 8a of Directive 2008/98/EC, the following elements shall be included in such schemes:***

***(a) a modulated fee that encourages the placing on the market of fishing gear designed for reuse and recycling;***

***(b) deposit-refund systems that ensure the return and collection of old, derelict or unusable fishing gear.***

Or. en

*Justification*

*Member States should adopt and implement mandatory extended producer responsibility schemes in line with the min. requirements in the Waste Framework Directive, with an*

*emphasis on modulated fees to encourage the design of gear to allow ease of recycling and a deposit-refund fee on new gear sales to encourage end-of-life delivery*

**Amendment 237**

**Nicola Caputo, Isabella De Monte, Renata Briano**

**Proposal for a directive**

**Article 9 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 9a**

***Extended Producer Responsibility***

***Member States shall establish extended producer responsibility schemes for fishing gear and fishing gear components. In addition to the minimum requirements set out in Article 8a of Directive 2008/98/EC, these schemes shall include a modulated fee to encourage the placing on the market of fishing gear designed and prepared for re-use and recycling.***

Or. it

*Justification*

*Member States should adopt and implement mandatory extended producer responsibility (EPR) schemes in conformity with the minimum requirements as set out in the revised Waste Framework Directive, with an emphasis on modulated fees to encourage the design of gear to allow ease of recycling.*

**Amendment 238**

**Tania González Peñas**

**Proposal for a directive**

**Article 9 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 9a**

***Extended Producer Responsibility***

***In order to strengthen the re-use and the***



*prevention, recycling and other recovery of fishing gear, Member States shall establish extended producer responsibility schemes for fishing gear with the minimum requirements set out in Article 8 of Directive 2008/98/EC, including, inter alia, the modulation of fees and deposit-refund systems.*

Or. en

#### **Amendment 239**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin, Maria Grapini**

#### **Proposal for a directive Article 10 – paragraph 1**

*Text proposed by the Commission*

Member States shall ensure that any ship may be subject to *an inspection* in order to verify that it complies with the requirements of this Directive.

*Amendment*

Member States shall ensure that any ship may be subject to *inspections, including random ones*, in order to verify that it complies with the requirements of this Directive.

Or. en

#### **Amendment 240 Rolandas Paksas**

#### **Proposal for a directive Article 11 – paragraph 1**

*Text proposed by the Commission*

Inspections shall be carried out in accordance with Directive 2009/16/EC for the ships falling in the scope of that Directive, so that any such inspection includes a verification that the ship complies with the requirements of Articles 6, 7, and 9.

*Amendment*

Inspections shall be carried out in accordance with Directive 2009/16/EC for the ships falling in the scope of that Directive, so that any such inspection includes a verification that the ship complies with the requirements of Articles 6, 7, and 9. *Article 22 of Directive 2009/16/EC regarding professional profile for inspectors do not apply to Port*

***Reception Facility inspectors.***

Or. en

*Justification*

*The qualification criteria for Port State Control Officers should not apply to inspectors of Port Reception Facilities. It should be possible to use for instance environmental inspectors.*

**Amendment 241**  
**Kosma Zlotowski**

**Proposal for a directive**  
**Article 11 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***The Member States should be free to select the administrative bodies which will physically carry out inspections to assess compliance with the requirements of this Directive.***

Or. pl

**Amendment 242**  
**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**  
**Article 12 – paragraph 1 – introductory part**

*Text proposed by the Commission*

*Amendment*

1. As regards inspections of ships falling outside the scope of Directive 2009/16/EC, Member States shall ensure that inspections are carried out of at least **20** % of the total number of the individual vessels for each category listed below:

1. As regards inspections of ships falling outside the scope of Directive 2009/16/EC, Member States shall ensure that inspections are carried out of at least **25** % of the total number of the individual vessels for each category listed below:

Or. en

**Amendment 243**  
**Maria Grapini**

**Proposal for a directive**  
**Article 12 – paragraph 3**

*Text proposed by the Commission*

3. Member States shall establish procedures for inspections for fishing vessels below 100 gross tonnage as well as for recreational craft below 100 gross tonnage, to ensure compliance with the applicable requirements of this Directive.

*Amendment*

3. Member States shall establish procedures for inspections for fishing vessels below 100 gross tonnage as well as for recreational craft below 100 gross tonnage, ***that they apply indiscriminatory to all the ships that fall under the mentioned tonnage limits***, to ensure compliance with the applicable requirements of this Directive.

Or. en

**Amendment 244**  
**Tania González Peñas**

**Proposal for a directive**  
**Article 12 – paragraph 3**

*Text proposed by the Commission*

3. Member States shall establish procedures for inspections for fishing vessels below 100 gross tonnage as well as for recreational craft below 100 gross tonnage, to ensure compliance with the applicable requirements of this Directive.

*Amendment*

3. Member States shall establish procedures for ***random*** inspections for fishing vessels below 100 gross tonnage as well as for recreational craft below 100 gross tonnage, to ensure compliance with the applicable requirements of this Directive.

Or. es

**Amendment 245**  
**Marie-Christine Arnautu**

**Proposal for a directive**  
**Article 12 – paragraph 4**

*Text proposed by the Commission*

4. If the relevant authority of the Member State is not satisfied with the results of the inspection, it shall, without prejudice to the application of the penalties referred to in Article 16, ensure that the ship does not leave port until it has delivered its waste to a **port** reception facility in accordance with Article 7.

*Amendment*

4. If the relevant authority of the Member State is not satisfied with the results of the inspection, it shall, without prejudice to the application of the penalties referred to in Article 16, ensure that the ship does not leave port until it has delivered its waste to a reception facility **at the port where it was inspected** in accordance with Article 7.

Or. fr

*Justification*

*The ship must not be sent to another port to deliver its waste if the port where it was inspected does not have suitable facilities or they are not available because they are busy or the port is congested.*

**Amendment 246**

**Keith Taylor, Karima Delli**

**Proposal for a directive**

**Article 14 – paragraph 2 – point d a (new)**

*Text proposed by the Commission*

*Amendment*

**(da) in the event of loss of fishing gear, the information required in Article 48 of Council Regulation (EC) No 1224/2009;**

Or. en

**Amendment 247**

**Tania González Peñas**

**Proposal for a directive**

**Article 14 – paragraph 2 – point d a (new)**

*Text proposed by the Commission*

*Amendment*

**(da) information on losses of fishing gear reported under Article 48 of Council**

Or. en

**Amendment 248**  
**Maria Grapini**

**Proposal for a directive**  
**Article 14 – paragraph 2 – point d a (new)**

*Text proposed by the Commission*

*Amendment*

*(da) information on lost fishing gear in the sea*

Or. en

**Amendment 249**  
**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**  
**Article 14 – paragraph 2 – point d a (new)**

*Text proposed by the Commission*

*Amendment*

*(da) information on lost fishing gear.*

Or. en

**Amendment 250**  
**Rolandas Paksas**

**Proposal for a directive**  
**Article 14 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

4. The information reported for the purposes of Articles 4 and 5(2) shall be subsequently transmitted by the Commission to the IMO Port Reception Facilities Database within GISIS.

4. The information reported for the purposes of Articles 4 and 5(2) shall be subsequently transmitted by the Commission to the IMO Port Reception Facilities Database within GISIS, *that*

*needs to be regularly updated.*

Or. en

## **Amendment 251**

**Deirdre Clune**

### **Proposal for a directive**

#### **Article 14 – paragraph 4**

*Text proposed by the Commission*

4. The information reported for the purposes of Articles 4 and 5(2) shall be subsequently transmitted by the Commission to the IMO Port Reception Facilities Database within GISIS.

*Amendment*

4. The information reported for the purposes of Articles 4 and 5(2) shall be subsequently transmitted by the Commission to the IMO Port Reception Facilities Database within GISIS *which will require regular updating.*

Or. en

## **Amendment 252**

**Marie-Christine Arnautu**

### **Proposal for a directive**

#### **Article 15 – paragraph 1**

*Text proposed by the Commission*

1. The Commission shall develop, maintain and update an inspection database to which all Member States shall be connected and which shall contain all the information required for the implementation of the inspection system provided for by this Directive. This database will be based on the inspection database referred to in Article 24 of Directive 2009/16/EC and shall have similar functionalities to that database.

*Amendment*

1. The Commission shall develop, maintain and update an inspection database to which all Member States shall be connected and which shall contain all the information required for the implementation of the inspection system provided for by this Directive. This database will be based on the inspection database referred to in Article 24 of Directive 2009/16/EC and shall have similar functionalities to that database. *Ships which were not able to deliver their waste owing to a lack of port facilities or suitable facilities at the port where they were inspected shall be authorised to*

*leave the port without being subject to the fines established in this Directive.*

Or. fr

*Justification*

*If a port's waste reception facilities are not up to scratch, ships must not be prevented from leaving that port, even when they have been inspected.*

**Amendment 253**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**

**Article 15 a (new)**

*Text proposed by the Commission*

*Amendment*

*Article 15a*

*Training of personnel*

*Port and port reception facilities authorities shall ensure that all personnel receive the necessary training to acquire the knowledge which is essential for their work on dealing with waste, with specific attention to health and safety aspects pertaining to dealing with hazardous materials, and that training requirements are regularly updated to meet the challenges of technological innovation.*

Or. en

**Amendment 254**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**

**Article 16 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

Member States shall lay down *of* the rules on penalties applicable to infringements of national provisions adopted pursuant to this

Member States shall lay down the rules on penalties applicable to infringements of national provisions adopted pursuant to this

Directive and shall take all the measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive.

Directive and shall take all the measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive ***and shall have regard to the seriousness of the infringement and whether a similar infringement has previously been committed by the authority, operator, agent, master or other relevant party concerned.***

Or. en

**Amendment 255**  
**Tania González Peñas**

**Proposal for a directive**  
**Article 16 – paragraph 1**

*Text proposed by the Commission*

Member States shall lay down of the rules on penalties applicable to infringements of national provisions adopted pursuant to this Directive and shall take all the measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive.

*Amendment*

Member States shall lay down of the rules on penalties applicable to infringements of national provisions adopted pursuant to this Directive and shall take all the measures necessary to ensure that they are implemented. The ***penalty regime shall not include lighter sanctions than those applied for public health or environmental infractions or crimes.*** The penalties provided for shall be effective, proportionate and dissuasive.

Or. es

**Amendment 256**  
**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**  
**Article 17 – paragraph 1**

*Text proposed by the Commission*

The Commission shall provide for the

*Amendment*

The Commission shall provide for the



organisation of exchanges of experience between the Member States' national authorities and experts, including those from the private sector, on the application of this Directive in Union ports.

organisation of exchanges of experience between the Member States' national authorities and experts, including those from the private sector, ***civil society and trade unions***, on the application of this Directive in Union ports.

Or. en

#### **Amendment 257**

**Renaud Muselier, Alain Cadec, Franck Proust**

#### **Proposal for a directive**

#### **Article 18 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. *The Annexes may also be amended when it is necessary to improve the implementation and monitoring arrangements established by this Directive, in particular those provided in Articles 6, 7 and 9, in order to ensure effective notification and delivery of waste, and the proper application of exemptions.***      ***deleted***

Or. fr

#### **Amendment 258**

**Rolandas Paksas**

#### **Proposal for a directive**

#### **Article 18 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. *The Annexes may also be amended when it is necessary to improve the implementation and monitoring arrangements established by this Directive, in particular those provided in Articles 6, 7 and 9, in order to ensure effective notification and delivery of***      ***deleted***

*waste, and the proper application of exemptions.*

Or. en

*Justification*

*The forms to fill in should be stabilised in order to avoid unnecessary and contradictory IT developments. These inconsistencies could lead to high costs and fragmentation in the data transmission system.*

**Amendment 259**

**Renaud Muselier, Alain Cadec, Franck Proust**

**Proposal for a directive**

**Article 19 – paragraph 1**

*Text proposed by the Commission*

1. The power to adopt delegated acts referred to in Article 8(5), **Article 18(1)**, **Article 18(2)** and Article 18(3) shall be conferred on the Commission for a period of five years from [*the* date of entry into force]. The Commission shall **draw up** a report in respect of the delegation of power not later than nine months before the end of the five year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

*Amendment*

1. The power to adopt delegated acts referred to in Article **18(1)** and Article 18(3) shall be conferred on the Commission for a period of five years from [date of entry into force ...]. The Commission shall **present** a report in respect of the delegation of power not later than nine months before the end of the five year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

Or. fr

**Amendment 260**

**Rolandas Paksas**

**Proposal for a directive**

**Article 19 – paragraph 1**

*Text proposed by the Commission*

1. The power to adopt delegated acts

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*Amendment*

1. The power to adopt delegated acts

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referred to in Article 8(5), **Article 18(1)**, **Article 18(2)** and Article 18(3) shall be conferred on the Commission for a period of five years from [the date of entry into force]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

referred to in Article **18(1)** and Article 18(3) shall be conferred on the Commission for a period of five years from [the date of entry into force]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

Or. en

#### *Justification*

*The forms to fill in should be stabilised in order to avoid unnecessary and contradictory IT developments. These inconsistencies could lead to high costs and fragmentation in the data transmission system.*

#### **Amendment 261** **Gesine Meissner**

#### **Proposal for a directive** **Article 24 – paragraph 1**

##### *Text proposed by the Commission*

The Commission shall evaluate this Directive and submit the results of the evaluation to the European Parliament and the Council no later than seven years after its entry into force.

##### *Amendment*

The Commission shall evaluate this Directive and submit the results of the evaluation to the European Parliament and the Council no later than seven years after its entry into force.

***The Commission shall also evaluate whether the European Maritime Safety Agency (EMSA) should be granted additional competences for the enforcement of this Directive. This could include review and investigation of alleged inadequacies of port reception facilities under Article 4.***

Or. en

## **Amendment 262**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

### **Proposal for a directive**

#### **Article 24 – paragraph 1**

*Text proposed by the Commission*

The Commission shall evaluate this Directive and submit the results of the evaluation to the European Parliament and the Council no later than *seven* years after its entry into force.

*Amendment*

The Commission shall evaluate this Directive and submit the results of the evaluation to the European Parliament and the Council no later than *four* years after its entry into force.

Or. en

## **Amendment 263**

**Renaud Muselier, Franck Proust, Alain Cadec**

### **Proposal for a directive**

#### **Article 25 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

Member States shall adopt and publish, by 31<sup>st</sup> of December 2020 at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

*Amendment*

Member States shall adopt and publish, by 31<sup>st</sup> of December 2020 at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

*The obligations under Article 4(3), the last subparagraph of Article 5(2), Article 6(2), Article 7(3) and Article 9(3) shall be applied in keeping with the implementation of the revised Directive 2010/65/EU.*

Or. fr

## **Amendment 264**

**Rolandas Paksas**

**Proposal for a directive**  
**Article 25 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

Member States shall adopt and publish, by 31<sup>st</sup> of December 2020 at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

*Amendment*

Member States shall adopt and publish, by 31<sup>st</sup> of December 2020 at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

***Implementation of obligations set out in Article 4(3), Article 5(2) last paragraph, Article 6(2), Article 7(3) and Article 9(3) shall occur in accordance with the revised Directive 2010/65/EU.***

Or. en

*Justification*

*Consistency between this directive and the revised Directive 2010/65/CE regarding the obligations related to the electronic transmission of reporting formalities is necessary in order to guarantee legal certainty and operational implementation of the IT systems of players involved in the data transmission system.*

**Amendment 265**  
**Deirdre Clune**

**Proposal for a directive**  
**Article 25 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

Member States shall adopt and publish, by 31<sup>st</sup> of December 2020 at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

*Amendment*

Member States shall adopt and publish, by 31<sup>st</sup> of December 2020 at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

***Implementation of obligations set out in Article 4(3), Article 5(2) last paragraph, Article 6(2), Article 7(3) and Article 9(3) shall occur in accordance with the revised***

**Amendment 266**  
**Kosma Złotowski**

**Proposal for a directive**  
**Article 25 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

*Member States shall adopt and publish, by 31<sup>st</sup> of December 2020 at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall **forthwith** communicate to the Commission the text of those **provisions**.*

*Amendment*

*By [36 months after the date of entry into force of this Directive], Member States shall adopt and publish the statutory, **implementing** and administrative **measures** necessary to comply with this Directive. They shall communicate to the Commission the text of those **measures forthwith**.*

**Amendment 267**  
**Maria Grapini**

**Proposal for a directive**  
**Article 25 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

Member States shall adopt and publish, by 31<sup>st</sup> of December **2020** at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

*Amendment*

Member States shall adopt and publish, by 31<sup>st</sup> of December **2021** at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

**Amendment 268**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**

**Article 25 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

Member States shall adopt and publish, by **31st of December** 2020 at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

*Amendment*

Member States shall adopt and publish, by **30th of June** 2020 at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

Or. en

**Amendment 269**

**Nicola Caputo, Isabella De Monte, Renata Briano**

**Proposal for a directive**

**Annex IV – subheading 1**

*Text proposed by the Commission*

Categories of costs **for** the operation and administration of PRF

*Amendment*

Categories of costs **and net revenues related to** the operation and administration of PRF

Or. it

*Justification*

*It would be advisable also to specify the net revenues, since they should be used inter alia to cover the costs generated by passively fished waste.*

**Amendment 270**

**Lucy Anderson, Christine Revault d'Allonnes Bonnefoy, Theresa Griffin**

**Proposal for a directive**

**Annex IV – subheading 1**

*Text proposed by the Commission*

Categories of costs for the operation and

*Amendment*

Categories of costs for the operation and

administration of *PRF*

administration of *port reception facilities*

Or. en

**Amendment 271**

**Nicola Caputo, Isabella De Monte, Renata Briano**

**Proposal for a directive**

**Annex IV a (new)**

*Text proposed by the Commission*

*Amendment*

*Net revenues*

*Net proceeds from waste management schemes and national/regional funding, including the revenue elements listed below.*

- Net financial benefits provided by extended producer responsibility schemes.*
- Other net revenues from waste management such as recycling schemes.*
- Funding under the European Maritime and Fisheries Fund.*
- Other funding or subsidies available to ports for waste management and fisheries.*

Or. it

*Justification*

*It would be advisable also to specify the net revenues, since they should be used inter alia to cover the costs generated by passively fished waste.*