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Committee on the Environment, Public Health and Food Safety

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PE 374.036v01-00

AMENDMENTS 1-39

Draft report

(PE 371.946v01-00)

Caroline Lucas

Reducing the climate change impact of aviation
(2005/2249(INI))

Motion for a resolution

Amendment by Eija-Riitta Korhola

Amendment 1

Recital A

- A. whereas the EU is committed to the objective of tackling climate change and ***has put forward a global goal*** of limiting global temperature increase to +2°C compared to pre-industrialised levels,

Or. en

Amendment by Anders Wijkman

Amendment 2

Recital A a (new)

- Aa. whereas in its resolution of 16 November 2005 the European Parliament stated that strong emission reductions - 30% by 2020 and 60-80% by 2050 - are to be undertaken by developed countries,***

Or. en

Amendment by Eija-Riitta Korhola

Amendment 3
Recital D

deleted

Or. en

Amendment by Eija-Riitta Korhola

Amendment 4
Paragraph 1

1. Welcomes the Commission Communication and its recognition that a comprehensive package of measures including (*deletion*) economic, technological and operational instruments is needed to address all impacts of aviation on the climate, applying the "polluter pays" principle and ensuring *the* internalisation *of cost effectiveness*;

Or. en

Amendment by Anders Wijkman

Amendment 5
Paragraph 2

2. Stresses that the overall objective of the policy instruments chosen must be to reduce the climate change impact of aviation; *these policy instruments must be chosen in a way to ensure that the reduction of greenhouse gas emissions is as high as possible while the distortion of competition between Europe based air carriers and carriers from outside the EU is minimised and the unfair competition between the air transport sector and other transport sectors within the EU is reduced*;

Or. en

Amendment by Peter Liese, John Bowis, Karl-Heinz Florenz, Chris Davies, Péter Olajos

Amendment 6
Paragraph 2

2. Stresses that the overall objective of the policy instruments chosen must be to reduce the climate change impact of aviation; *these policy instruments must be chosen in a way to ensure that the reduction of greenhouse gas emissions is as high as possible while the distortion of competition between Europe based air carriers and carriers from outside the EU is minimised and the unfair competition between the air transport sector and other transport sectors within the EU is reduced*;

Amendment by Eija-Riitta Korhola

Amendment 7

Paragraph 2

2. Stresses that the overall objective of the policy instruments chosen must be to reduce, ***in a cost-effective way***, the climate change impact of aviation;

Or. en

Amendment by Peter Liese, John Bowis, Karl-Heinz Florenz, Anders Wijkman, Péter Olajos

Amendment 8

Paragraph 2 a (new)

- 2a. ***Stresses that in this respect every kind of unnecessary bureaucratic burden should be excluded, especially in light of the small air carriers that exist on the market;***

Or. en

Amendment by Ria Oomen-Ruijten

Amendment 9

Paragraph 3

3. Fully endorses the Commission's intention to pursue the introduction of kerosene taxes, and ***calls on the Commission to propose arrangements for their worldwide introduction;***

Or. nl

Amendment by Eija-Riitta Korhola

Amendment 10

Paragraph 3

deleted

Or. en

Amendment by Peter Liese, Karl-Heinz Florenz

Amendment 11

Paragraph 3

3. ***(deletion)*** Endorses the Commission's intention to ***further explore the option of introducing*** kerosene taxes ***(deletion)***;

Or. de

Amendment by Ria Oomen-Ruijten

Amendment 12

Paragraph 5

deleted

Or. en

Amendment by Peter Liese, Karl-Heinz Florenz

Amendment 13

Paragraph 5

5. ***a) Underlines that the tax exemptions on air transport and other imbalances lead to very unfair competition between aviation and other transport sectors;***
b) Stresses that this is particularly a burden for the railway sector, because the railway sector is not only covered by taxes but also by the European Emission Trading Scheme, which significantly raises the cost for this environmental friendly transport system;
c) Underlines that this distortion of the competition in the transport sectors also leads to distortion of competition between touristic regions, to the disadvantage of those regions which are mainly reached by car, bus or railway;
d) Underlines that to address this problem, it is not only necessary to consider a fair solution for the environmental problems caused by aviation but it is also necessary to consider the reduction of tax or other burdens which is obligatory to other transport systems and not to aviation;

Or. en

Amendment by Anders Wijkman

Amendment 14

Paragraph 5

5. *a) Underlines that the tax exemptions on air transport and other imbalances lead to very unfair competition between aviation and other transport sectors;*
b) Stresses that this is particularly a burden for the railway sector;
c) Underlines that this distortion of the competition in the transport sectors also leads to distortion of competition between touristic regions, to the disadvantage of those regions which are mainly reached by car, bus or railway;
d) Underlines that to address this problem, it is not only necessary to consider a fair solution for the environmental problems caused by aviation but it is also necessary to consider to level the playing field between aviation and other transport sectors;

Or. en

Amendment by Peter Liese, John Bowis, Péter Olajos

Amendment 15

Paragraph 6 a (new)

- 6a. *Welcomes the speech of the President of the European Council and Austrian Chancellor Wolfgang Schäussel in the European Parliament in January 2006 where he addressed the issue and asks the Council Presidency to work on concrete proposals to address the issue;*

Or. en

Amendment by Vittorio Prodi

Amendment 16

Paragraph 7

7. *Stresses that air traffic management urgently needs to address how it can assist in tackling the formation of contrails and cirrus clouds **and to assess the heating effect of carbon particles emitted in the stratosphere;***

Or. en

Amendment by Peter Liese, John Bowis, Karl-Heinz Florenz, Anders Wijkman, Chris Davies, Péter Olajos

Amendment 17
Paragraph 7

7. Stresses that ***better*** air traffic management ***is*** urgently ***needed*** to ***reduce CO₂ emissions***, contrails and cirrus clouds ***and that this would be a cost-efficient measure***;

Or. en

Amendment by Anders Wijkman

Amendment 18
Paragraph 7 a (new)

- 7a. ***Calls for further research efforts so as to enhance our understanding of the total effects of aviation on climate change; it will be of particular importance to clarify the effects of aircraft contrails (water vapour) as well as to what extent flying at lower altitudes would reduce overall emissions and hence climatic impact;***

Or. en

Amendment by Vittorio Prodi

Amendment 19
Paragraph 7 a (new)

- 7a. ***Urges the Commission to promote the massive introduction of bio-fuels for aviation as carbon neutral contribution to the reduction of the impact on climate change;***

Or. en

Amendment by Matthias Groote

Amendment 20
Paragraph 7 a (new)

- 7a. ***Stresses that, in the Seventh Framework Programme too, research and development relating to clean engine technologies and alternative fuels must be assigned priority; considers that an integrated approach should be pursued, combining both emissions trading and the development of clean engines and fuels, in order also to reduce emissions of substances other than CO₂ in the aviation sector;***

Or. de

Amendment by Jules Maaten

Amendment 21

Paragraph 9

9. Stresses that the environmental effectiveness of any emissions trading scheme will depend on *its key design elements such as geographical scope, emissions coverage, cap, allocation. These elements should be carefully assessed to take into consideration their economic and social impact on the aviation sector as well as the effect on the EU's international commitments at worldwide level;*

Or. en

Amendment by Eija-Riitta Korhola

Amendment 22

Paragraph 9

9. Stresses that the environmental effectiveness of any emissions trading scheme will depend on it having sufficiently broad geographical scope; *the technological level and early actions taken into account in the allocation* and addressing full climate impact;

Or. en

Amendment by Matthias Groote

Amendment 23

Paragraph 10

10. Proposes the *inclusion of aviation in the existing Emissions Trading Scheme, which is not confined to any one sector;*

Or. de

Amendment by Jules Maaten

Amendment 24

Paragraph 10

10. *Recognises* that, due to the lack of binding commitments for international aviation emissions under the UNFCCC and the Kyoto Protocol, *any inclusion of aviation in the EU ETS should take account of the specificity of aviation, particularly with regard to its interplay with the other sectors. Since aviation is a growth sector and does not have any alternative source of energy, it will be a net buyer and therefore should have access to the widest carbon market and should be able to trade freely with the other*

trading entities;

Or. en

Amendment by Eija-Riitta Korhola

Amendment 25

Paragraph 10

10. Proposes **that** the introduction of a separate scheme for aviation emissions **is to be evaluated**, recognising that, due to the lack of binding commitments for international aviation emissions under the UNFCCC and the Kyoto Protocol, the aviation sector would be unable to actually sell into the ETS;

Or. en

Amendment by Eija-Riitta Korhola

Amendment 26

Paragraph 10 a (new)

- 10a. Stresses the need to still further address a number of outstanding technical questions which need to be solved, including: how the possible cap for aviation is to be determined; what is point of compliance (aircraft, operators, airlines or airports) and how the EU will make the emissions trading scheme applicable to airlines outside of the EU;**

Or. en

Amendment by Matthias Groote

Amendment 27

Paragraph 11

11. **(deletion)** Considers that, if there were to be a gateway to allow airlines to buy from the EU ETS, this should be **considered carefully**;

Or. de

Amendment by Gyula Hegyi

Amendment 28

Paragraph 13

13. **Proposes to minimise the number of outside credits (deletion)** (e.g. CDM/JI, or credits

from regional cap-and-trade schemes in countries, which are not parties to the Kyoto Protocol) ***allowed in the separate scheme for aviation, in order to diminish bureaucracy and raise transparency;***

Or. en

Amendment by Peter Liese

Amendment 29

Paragraph 15

15. Calls on the Commission to ***encourage research programmes to improve scientific knowledge on the non-CO₂ impacts of aviation and to support ICAO action in developing standards on NOx;***

Or. en

Amendment by Gyula Hegyi

Amendment 30

Paragraph 15

15. Calls on the Commission to put forward other policy instruments to address the non-CO₂ impacts of aviation in parallel to the ETS; where uncertainties exist over any of these impacts, policy should be based on the precautionary principle; ***special attention should be paid to air and noise pollution during the aeroplanes ascents and descents;***

Or. en

Amendment by Jules Maaten

Amendment 31

Paragraph 16

deleted

Or. en

Amendment by Matthias Groote

Amendment 32

Paragraph 17

17. Believes that a scheme for aviation should cover all flights to and from any EU airport, ***irrespective of the country of origin of the airline concerned***, so as to ensure a level playing field to operators with different route profiles, to avoid distortion of the market in favour of flights to destinations outside the EU, to ensure environmental effectiveness, to prevent cross-subsidisation and to influence aircraft design;

Or. de

Amendment by Anders Wijkman

Amendment 33

Paragraph 17

17. Believes that a scheme for aviation should ***as a first step*** cover all flights to and from any EU airport so as to ensure a level playing field to operators with different route profiles, to avoid distortion of the market in favour of flights to destinations outside the EU, to ensure environmental effectiveness, to prevent cross subsidisation and to influence aircraft design; ***stresses as a main objective for the EU to work towards the establishment within shortly of a worldwide emission trading system for aviation;***

Or. en

Amendment by Peter Liese, John Bowis, Karl-Heinz Florenz, Chris Davies, Péter Olajos

Amendment 34

Paragraph 17

17. Believes that a scheme for aviation should ***as a first step*** cover all flights to and from any EU airport (***if possible also intercontinental flights through the EU air space***) so as to ensure a level playing field to operators with different route profiles, to avoid distortion of the market in favour of flights to destinations outside the EU, to ensure environmental effectiveness, to prevent cross subsidisation and to influence aircraft design; ***stresses that as soon as possible a worldwide emission trading scheme has to be introduced;***

Or. en

Amendment by Peter Liese, John Bowis, Karl-Heinz Florenz, Anders Wijkman, Péter Olajos

Amendment 35
Paragraph 17 a (new)

17a. *Recognises that the Commission, after careful assessment, is of the opinion that such a broad scope is compatible with international agreements, e.g. WTO rules; asks the Commission and the Council to defend this position against possible attacks of third countries in international organisations;*

Or. en

Amendment by Peter Liese

Amendment 36
Paragraph 17 b (new)

17b. *Stresses that the EU must receive specific pledges from third countries (particularly the USA, China, Singapore, Australia and the United Arab Emirates) by the time of the ICAO General Assembly in October 2007, at the latest, because only then will it be possible to establish an adequate worldwide system;*

Or. de

Amendment by Peter Liese, John Bowis, Karl-Heinz Florenz, Péter Olajos

Amendment 37
Paragraph 19 a (new)

19a. *Stresses that the allocation method should not directly or indirectly punish those companies already having introduced efficient airplanes, so that early action has to be recognised under any circumstances and the main pressure to change put on these carriers that have no efficient and modern aircrafts;*

Or. en

Amendment by Anders Wijkman

Amendment 38
Paragraph 19 a (new)

19a. *Stresses that the allocation method should not directly or indirectly punish those companies already having introduced efficient airplanes, so that early action has to be recognised under any circumstances and the main pressure to change put on carriers whose fuel efficiency is poor;*

Amendment by Peter Liese

Amendment 39

Paragraph 22

22. Stresses that ***an eventual*** free allocation of permits, whether through grandfathering or benchmarking, ***should*** not discriminate against operators who enter the scheme after the initial allocation period; ***therefore, special provision would have to be made to accommodate new entrants;***

Or. en