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Committee on the Environment, Public Health and Food Safety

2013/0224(COD)

5.12.2013

AMENDMENTS

80 - 278

Draft report
Theodoros Skylakakis
(PE522.893v01-00)

Monitoring, reporting and verification of carbon dioxide emissions from maritime transport and amendment of Regulation (EU) No 525/2013

Proposal for a regulation
(COM(2013)480 – C7-0201/2013 – 2013/0224(COD))

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Amendment 80

Satu Hassi

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) In order to reduce carbon dioxide emissions from shipping at Union level the best possible option remains setting up a system for monitoring, reporting and verification (MRV) of CO₂ emissions based on the fuel consumption of ships as a first step of a staged approach for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment.

Amendment

(4) In order to reduce carbon dioxide emissions from shipping at Union level the best possible option remains **implementing a market based measure, which requires the** setting up a system for monitoring, reporting and verification (MRV) of **greenhouse gas** emissions based on the fuel consumption of ships as a first step of a staged approach for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment. **Public access to the emission data will contribute to remove the many of the market barriers that prevent the uptake of many cost-negative measures which would reduce emissions from the sector.**

Or. en

Amendment 81

Corinne Lepage

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) In order to reduce carbon dioxide emissions from shipping at Union level the best possible option remains setting up a system for monitoring, reporting and verification (MRV) of CO₂ emissions based on the fuel consumption of ships as a first step of a staged approach for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment.

Amendment

(4) In order to reduce carbon dioxide emissions from shipping at Union level the best possible option remains **implementing market-based measures. The first essential step is to set up an ETS system for maritime transport and** a system for monitoring, reporting and verification (MRV) of CO₂ emissions based on the fuel consumption of ships as a first step of a staged approach for the inclusion of

maritime transport emissions in the Union's greenhouse gas reduction commitment.

Or. fr

Amendment 82
Georgios Koumoutsakos

Proposal for a regulation
Recital 4

Text proposed by the Commission

(4) In order to reduce carbon dioxide emissions from shipping at Union level the best possible option remains setting up a system for monitoring, reporting and verification (MRV) of CO₂ emissions based on the fuel consumption of ships as a first step of a staged approach **for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment.**

Amendment

(4) In order to reduce carbon dioxide emissions from shipping at Union level the best possible option remains setting up a system for monitoring, reporting and verification (MRV) of CO₂ emissions based on the fuel consumption of ships **for the collection of aggregate data of CO₂ emissions** as a first step of a staged approach **that may be justified by the necessity of reduction of such emissions.**

Or. en

Amendment 83
Christofer Fjellner

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) The introduction of a Union MRV system is expected to lead to emission reductions **of up to 2% compared to business-as-usual and aggregated net costs reductions of up to 1.2 billion EUR by 2030** as it could contribute to the removal of market barriers, **in particular those related to the lack of information about ship efficiency.** This reduction of

Amendment

(7) The introduction of a Union MRV system is expected to lead to emission reductions as it could contribute to the removal of market barriers. This reduction of transport costs should facilitate international trade. Furthermore, a robust MRV system is a prerequisite for any market-based measure **or other measures aiming at providing a better basis for the**

transport costs should facilitate international trade. Furthermore, a robust MRV system is a prerequisite for any market-based measure or *efficiency standard*, whether applied at Union level or globally. It also provides reliable data to set precise emission reduction targets and to assess the progress of maritime transport's contribution towards achieving a low carbon economy.

polluter pays principle, whether applied at Union level or globally. It also provides reliable data to set precise emission reduction targets and to assess the progress of maritime transport's contribution towards achieving a low carbon economy.

Or. en

Amendment 84

Kriton Arsenis, Andrea Zanoni, Judith A. Merkies, Corinne Lepage

Proposal for a regulation

Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Reliable information on CO₂ emissions and fuel efficiency of ships is needed in order to implement a pricing system of these emissions at a later stage. Therefore, in the event that no international agreement which includes international maritime emissions in its reduction targets through the International Maritime Organisation has been approved by Member States or no such agreement through the UNFCCC has been approved by the Union after three years from the first publication of information set out in Article 21, the Commission should make a proposal to implement a pricing system of international maritime emissions.

Or. en

Amendment 85

Françoise Grossetête

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) All intra-Union voyages, all incoming voyages from the last non-Union port to the first Union port of call and all outgoing voyages from a Union port to the next non-Union port of call should be considered relevant for purposes of monitoring. Emissions in Union ports including when ships are at berth or move within a port, should be covered as well, in particular as specific measures for their reduction or avoidance are available. These rules should be applied in a non-discriminatory manner to all ships regardless of their flag.

Amendment

(8) All intra-Union voyages, all incoming voyages from the last non-Union port to the first Union port of call and all outgoing voyages from a Union port to the next non-Union port of call should be considered relevant for purposes of monitoring. Emissions in Union ports including when ships are at berth or move within a port, should be covered as well, in particular as specific measures ***and alternative technologies, such as facilities which make it possible for ships to connect to mains electricity while at berth***, for their reduction or avoidance are available. These rules should be applied in a non-discriminatory manner to all ships regardless of their flag.

Or. fr

Justification

Emissions from ships are a significant source of urban pollution in ports. If ships at berth were able to connect to mains electricity, they could turn off their engines, thus reducing the pollution they cause. This technology is fully developed and offers many environmental benefits, in addition to its potential as a new industry.

Amendment 86

Satu Hassi

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) A robust ship-specific Union MRV system should be based on the calculation of emissions from fuel consumed on voyages from and to Union ports as fuel sales data could not provide appropriately

Amendment

(10) A robust ship-specific Union MRV system should be based on the calculation of emissions from fuel consumed ***or on the accurate reporting of real emissions*** on voyages from and to Union ports as fuel

accurate estimates for the fuel consumption within this specific scope due to the large tank capacities of ships.

sales data could not provide appropriately accurate estimates for the fuel consumption within this specific scope due to the large tank capacities of ships.

Or. en

Justification

Ships using continuous monitoring get accurate information on their emissions and should not have to convert this back into fuel use.

Amendment 87
Christofer Fjellner

Proposal for a regulation
Recital 11

Text proposed by the Commission

Amendment

(11) The Union MRV system should also cover other climate relevant information allowing for the determination of ships' efficiency or further analyse the drivers for the development of emissions. This scope also aligns the Union MRV system with international initiatives to introduce efficiency standards for existing ships, also covering operational measures, and contributes to the removal of market barriers related to the lack of information.

deleted

Or. en

Justification

The MRV system should, at this initial stage, cover only CO2 emissions. The system could be increase with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 88
Nils Torvalds

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The Union MRV system should ***also cover other climate relevant information allowing for*** the determination of ships' efficiency or further analyse the drivers for the development of emissions. This scope also aligns the Union MRV system with international initiatives to introduce efficiency standards for existing ships, also covering operational measures, and contributes to the removal of market barriers related to the lack of information.

Amendment

(11) The Union MRV system should ***allow*** the determination of ships' efficiency or further analyse the drivers for the development of emissions. This scope also aligns the Union MRV system with international initiatives to introduce efficiency standards for existing ships, also covering operational measures, and contributes to the removal of market barriers related to the lack of information.

Or. en

Amendment 89

Georgios Koumoutsakos

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The Union MRV system should also cover other ***climate*** relevant information allowing for the determination of ships' efficiency or further analyse the drivers for the development of emissions. This scope also aligns the Union MRV system with international initiatives to introduce efficiency standards for existing ships, also covering operational measures, and contributes to the removal of market barriers related to the lack of information.

Amendment

(11) The Union MRV system should also cover other relevant information allowing for the determination of ships' efficiency or further analyse the drivers for the development of emissions. This scope also aligns the Union MRV system with international initiatives to introduce efficiency standards for existing ships, also covering operational measures, and contributes to the removal of market barriers related to the lack of information.

Or. en

Amendment 90

Christofer Fjellner

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) In order to minimise the administrative burden for ship owners and operators, in particular for small and medium sized enterprises, **and to optimise the benefits-costs-ratio of the MRV system** without jeopardising the objective to cover a widely predominant share of **greenhouse gas** emissions from maritime transport, the **rules for MRV** should **only** apply to **large emitters. A threshold of 5000 gross tonnage (GT) has been selected after detailed objective analysis of sizes and emissions of ships going to and coming from Union ports. Ships above 5000 GT account for around 55% of the number of ships calling into Union ports and represent around 90% of the related emissions. This non-discriminatory threshold would ensure that that the most relevant emitters are covered. A lower threshold would result in higher administrative burden while a higher threshold would limit the coverage of emissions and thus the environmental effectiveness of the system.**

Amendment

(12) In order to minimise the administrative burden for ship owners and operators, in particular for small and medium sized enterprises, without jeopardising the objective to cover a widely predominant share of **CO₂** emissions from maritime transport, the **MRV system** should apply to **ships of 3000 GT and** above.

Or. en

Amendment 91
Spyros Danellis

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) In order to minimise the administrative burden for ship owners and operators, in particular for small and medium sized enterprises, and to optimise the benefits-costs-ratio of the MRV system

Amendment

(12) In order to minimise the administrative burden for ship owners and operators, in particular for small and medium sized enterprises, and to optimise the benefits-costs-ratio of the MRV system

without jeopardising the objective to cover a widely predominant share of greenhouse gas emissions from maritime transport, the rules for MRV should only apply to large emitters. A threshold of 5000 gross tonnage (GT) has been selected after detailed objective analysis of sizes and emissions of ships going to and coming from Union ports. Ships above 5000 GT account for around 55% of the number of ships calling into Union ports and represent around 90% of the related emissions. This non-discriminatory threshold would ensure that that the most relevant emitters are covered. A lower threshold would result in higher administrative burden while a higher threshold would limit the coverage of emissions and thus the environmental effectiveness of the system.

without jeopardising the objective to cover a widely predominant share of greenhouse gas emissions from maritime transport, the rules for MRV should only apply to large emitters. A threshold of 5000 gross tonnage (GT) has been selected after detailed objective analysis of sizes and emissions of ships going to and coming from Union ports. Ships above 5000 GT account for around 55% of the number of ships calling into Union ports and represent around 90% of the related emissions. This non-discriminatory threshold would ensure that that the most relevant emitters are covered. A lower threshold would result in higher administrative burden while a higher threshold would limit the coverage of emissions and thus the environmental effectiveness of the system. ***This will be enacted through an exemption intended to be temporary, pending a global agreement or later review.***

Or. en

Justification

Ships between 400 and 5000 gross tons rightly belong in the scope of the Regulation but should be given an exemption until a global agreement is reached, or until more cost-efficient means of expanding MRV to them are identified.

Amendment 92

Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) In order to ***minimise the administrative burden for ship owners and operators, in particular for small and medium sized enterprises, and to optimise the benefits-costs-ratio*** of the MRV system ***without jeopardising the objective to cover***

Amendment

(12) In order to ***ensure coherence*** of the ***Union MRV system with Annex VI of MARPOL***, the rules for MRV should apply to ***ships above 400 GT***. A threshold of ***400 GT*** has been selected ***at international level*** after detailed objective analysis of sizes

a widely predominant share of greenhouse gas emissions from maritime transport, the rules for MRV should *only* apply to *large emitters*. A threshold of *5000 gross tonnage (GT)* has been selected after detailed objective analysis of sizes and emissions of ships *going to and coming from Union ports*. *Ships above 5000 GT account for around 55% of the number of ships calling into Union ports and represent around 90% of the related emissions*. This non-discriminatory threshold would ensure *that that the most relevant emitters are covered*. *A lower threshold would result in higher administrative burden while a higher threshold would limit the coverage of emissions and thus the environmental effectiveness of the system*.

and emissions of ships. This non-discriminatory threshold would ensure *a level playing field at international level*.

Or. en

Amendment 93
Christofer Fjellner

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) To further reduce the administrative *effort* for ship owners and operators, the monitoring rules should focus on CO₂ as the by far most relevant greenhouse gas emitted by maritime transport which contributes to up to 98% of the total greenhouse gas emissions of this sector.

Amendment

(13) To further reduce the administrative *burden* for ship owners and operators, the monitoring rules should focus on CO₂ as the by far most relevant greenhouse gas emitted by maritime transport which contributes to up to 98% of the total greenhouse gas emissions of this sector.

Or. en

Amendment 94
Satu Hassi

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) The rules should take into account existing requirements and data already available on board of ships; therefore, **ship** owners should be given the opportunity to select one out of the following four monitoring methods: the use of Bunker Fuel Delivery Notes, bunker fuel tank monitoring, flow meters for applicable combustion processes or direct emission measurements. A ship specific monitoring plan should document the choice made and provide further details on the application of the selected method.

Amendment

(14) The rules should take into account existing requirements and data already available on board of ships; therefore, owners **of ships under 5000GT** should be given the opportunity to select one out of the following four monitoring methods: the use of Bunker Fuel Delivery Notes, bunker fuel tank monitoring, flow meters for applicable combustion processes or direct emission measurements. A ship specific monitoring plan should document the choice made and provide further details on the application of the selected method.

Or. en

Amendment 95

Spyros Danellis

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) The rules should take into account existing requirements and data already available on board of ships; therefore, ship owners should be given the opportunity to select one out of the following four monitoring methods: the use of **Bunker Fuel Delivery Notes**, bunker fuel tank monitoring, flow meters for applicable combustion processes or direct emission measurements. A ship specific monitoring plan should document the choice made and provide further details on the application of the selected method.

Amendment

(14) The rules should take into account existing requirements and data already available on board of ships; therefore, ship owners should be given the opportunity to select one out of the following four monitoring methods: the use of bunker fuel tank monitoring, flow meters for applicable combustion processes or direct emission measurements. ***Bunker Fuel Delivery Notes may also be used by vessels that do not have the necessary equipment installed for automated monitoring for a transition period of two years.*** A ship specific monitoring plan should document the choice made and provide further details on the application of the selected method.

Justification

Monitoring through BDN is more inaccurate than other means and is the only one that cannot be automated. As a result, it allows more scope for human error and fraud, and is costly and time-consuming for authorities to verify. To serve as a template for an effective global system, the EU's MRV needs to be reliable and accurate, and therefore should make use only of automated systems. Some older ships however may need to be given some additional time to install automated systems.

Amendment 96

Kriton Arsenis, Andrea Zanoni, Judith A. Merkies, Corinne Lepage

Proposal for a regulation**Recital 14***Text proposed by the Commission*

(14) The rules should take into account existing requirements and data already available on board of ships; therefore, ship owners should be given the opportunity to select one out of the following four monitoring methods: the use of Bunker Fuel Delivery Notes, bunker fuel tank monitoring, flow meters for applicable combustion processes or direct emission measurements. A ship specific monitoring plan should document the choice made and provide further details on the application of the selected method.

Amendment

(14) The rules should take into account existing requirements and data already available on board of ships; therefore, ***during a transitional period of five years after this Regulation enters into force*** ship owners should be given the opportunity to select one out of the following four monitoring methods ***which are not equally accurate***: the use of Bunker Fuel Delivery Notes, bunker fuel tank monitoring, ***flow meters for applicable combustion processes or direct emission measurements***. ***After this transitional period, ship owners should be given the opportunity to select one out of the following two monitoring methods***: flow meters for applicable combustion processes or direct emission measurements. A ship specific monitoring plan should document the choice made and provide further details on the application of the selected method.

Amendment 97
Sabine Wils
on behalf of the GUE/NGL Group

Proposal for a regulation
Recital 16

Text proposed by the Commission

Amendment

(16) Other greenhouse gases, climate forcers or air pollutants should not be covered by the Union MRV system at this stage to avoid requirements to install not sufficiently reliable and commercially available measurement equipment, which could impede the implementation of the Union MRV system.

deleted

Or. en

Justification

We should take into account other emissions - at this stage and in general.

Amendment 98
Vilja Savisaar-Toomast

Proposal for a regulation
Recital 16

Text proposed by the Commission

Amendment

(16) Other greenhouse gases, climate forcers or air pollutants should not be covered by the Union MRV system at this stage to avoid requirements to install not sufficiently reliable and commercially available measurement equipment, which could impede the implementation of the Union MRV system.

(16) The Union MRV system is an opportunity to ensure coherent regulation of the shipping sector with regard to main air emissions. Thus the MRV will require the monitoring of CO₂, SO_x and NO_x contained in MARPOL Annex VI. This is a necessary measure to ensure that the legislation enacted to reduce the growing adverse health effects from shipping air pollution is complied with, while avoiding requirements to install not sufficiently reliable and commercially available measurement equipment.

Amendment 99
Satu Hassi

Proposal for a regulation
Recital 16

Text proposed by the Commission

(16) Other greenhouse gases, climate forcers or air pollutants should not be covered by the Union MRV system at this stage to avoid requirements to install not sufficiently reliable and commercially available measurement equipment, which could impede the implementation of the Union MRV system.

Amendment

(16) The MRV system is an opportunity to ensure coherent regulation of the shipping sector with regard to other sectors, thus, it is necessary that the monitoring of NOx also contained in MARPOL Annex VI is included in the MRV while limiting the requirement to direct emissions measurement to ships above 5000GT from 2020, ensuring that measurement equipment will be sufficiently reliable and commercially available. The incomplete combustion of methane (CH₄) in the cylinders of gas-powered ship engines and resulting methane releases on the exhaust side should also be included in the MRV of greenhouse gas emissions from shipping.

Or. en

Amendment 100
Satu Hassi

Proposal for a regulation
Recital 16 a (new)

Text proposed by the Commission

(16a) The Commission should come forward with proposals by 2015 to require monitoring, reporting and verification of other air pollutants covered by MARPOL Annex VI from 1 January 2020.

Amendment 101
Sabine Wils

Proposal for a regulation
Recital 17

Text proposed by the Commission

(17) To minimise the administrative burden for ship owners and operators, reporting and publication of reported information should be organised on an annual basis. By restricting the publication of emissions, fuel consumption and efficiency-related information to annual averages and aggregated figures, confidentiality issues should be addressed. The data reported to the Commission should be integrated with statistics to the extent that these data are relevant for the development, production and dissemination of European statistics in accordance with Commission Decision 2012/504/EU of 17 September 2012 on Eurostat¹⁸.

¹⁸ OJ L 251, 18.9.2012, p. 49.

Amendment

(17) To minimise the administrative burden for ship owners and operators, reporting and publication of reported information should be organised on an annual basis. By restricting the publication of emissions, fuel consumption and efficiency-related information to annual averages *per route* and aggregated figures, confidentiality issues should be addressed. The data reported to the Commission should be integrated with statistics to the extent that these data are relevant for the development, production and dissemination of European statistics in accordance with Commission Decision 2012/504/EU of 17 September 2012 on Eurostat.

¹⁸ OJ L 251, 18.9.2012, p. 49.

Justification

It makes sense to stipulate that emissions figures should be published per route, in an effort to ensure that the most environmentally friendly ships are used on the relevant routes.

Amendment 102
Corinne Lepage

Proposal for a regulation
Recital 17

Text proposed by the Commission

(17) To minimise the administrative burden for ship owners and operators, reporting and publication of reported information should be organised on an annual basis. By restricting the publication of emissions, fuel consumption and efficiency-related information to annual averages and aggregated figures, confidentiality issues should be addressed. The data reported to the Commission should be integrated with statistics to the extent that these data are relevant for the development, production and dissemination of European statistics in accordance with Commission Decision 2012/504/EU of 17 September 2012 on Eurostat¹⁸.

¹⁸ OJ L 251, 18.9.2012, p. 49.

Amendment

(17) To minimise the administrative burden for ship owners and operators, reporting and publication of reported information should be organised on an annual basis. By restricting the publication of emissions, fuel consumption and efficiency-related information to annual averages and aggregated figures, confidentiality issues should be addressed. ***On the other hand, it is important to provide charterers and other industry stakeholders with specific data on each route in order to eliminate market barriers. This Regulation aims to strike the right balance in this respect.*** The data reported to the Commission should be integrated with statistics to the extent that these data are relevant for the development, production and dissemination of European statistics in accordance with Commission Decision 2012/504/EU of 17 September 2012 on Eurostat¹⁸.

¹⁸ OJ L 251, 18.9.2012, p. 49.

Or. fr

Amendment 103

Kriton Arsenis, Andrea Zanoni, Judith A. Merkies, Corinne Lepage

Proposal for a regulation

Recital 18

Text proposed by the Commission

(18) Verification by accredited verifiers should ensure that monitoring plans and emission reports are correct and in compliance with the requirements defined by this Regulation. As an important element to simplify verification, verifiers should check data credibility by comparing

Amendment

(18) Verification by accredited verifiers should ensure that monitoring plans and emission reports are correct and in compliance with the requirements defined by this Regulation. ***Therefore, competence requirements are essential for a verifier to be able to perform the verification***

reported data with estimated data based on ship tracking data and characteristics. Such estimates could be provided by the Commission. Verifiers should be independent and competent persons or legal entities and should be accredited by national accreditation bodies established pursuant to Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) No 339/93¹⁹.

activities under the Regulation. As an important element to simplify verification, verifiers should check data credibility by comparing reported data with estimated data based on ship tracking data and characteristics. Such estimates could be provided by the Commission. Verifiers should be independent and competent persons or legal entities and should be accredited by national accreditation bodies established pursuant to Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) No 339/93¹⁹.

¹⁹ OJ L 218, 13.8.2008, p. 30.

¹⁹ OJ L 218, 13.8.2008, p. 30.

Or. en

Amendment 104 **Sabine Wils**

Proposal for a regulation **Recital 20**

Text proposed by the Commission

(20) Based on experience from similar tasks related to maritime safety, the European Maritime Safety Agency (EMSA) should support the Commission by carrying out certain tasks.

Amendment

(20) Based on experience from similar tasks related to maritime safety, the European Maritime Safety Agency (EMSA) should support the Commission by carrying out certain tasks ***i.e., carrying out horizontal analysis in relation to the implementation of the legislation and reporting on the outcome of the visits and inspections cycles undertaken by it.***

Or. en

Justification

It's good to give an idea about what the EMSA should do.

Amendment 105

Georgios Koumoutsakos

Proposal for a regulation

Recital 24

Text proposed by the Commission

(24) The Union MRV system should serve as a model for the implementation of a global MRV system. ***A global MRV system is preferable as it could be regarded as more effective due to the broader scope. In this context, the Commission should share relevant information on the implementation of this Regulation with the IMO and other relevant international bodies on a regular basis and relevant submissions should be made to the IMO.*** Where an agreement on a global MRV system is reached, the Commission ***should*** review the Union MRV system in view of aligning it to the global system.

Amendment

(24) The Union MRV system should serve as a model for the implementation of a global MRV system. Where an agreement on a global MRV system is reached, the Commission ***shall*** review the Union MRV system in view of aligning it to the global system.

Or. en

Amendment 106

Satu Hassi

Proposal for a regulation

Recital 24 a (new)

Text proposed by the Commission

Amendment

(24a) All sectors of the economy should contribute to achieving Union's climate objectives and emission reductions. In the event that no international agreement which includes international maritime emissions in its reduction targets through

the International Maritime Organisation is in operation before 2019, a pricing system should apply to shipping emissions as regards incoming voyages to the Union, with responsibility for other half left to other countries.

Or. en

Amendment 107
Vilja Savisaar-Toomast

Proposal for a regulation
Recital 25

Text proposed by the Commission

(25) In order to make use of the best available practices and scientific evidence, the power to adopt acts in accordance with Article 290 of the Treaty should be delegated to the Commission in respect of reviewing certain technical aspects of monitoring and reporting of CO₂ emissions from ships and of further specifying rules for the verification of emission reports and the accreditation of verifiers. It is of particular importance that the Commission carries 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 Council.

Amendment

(25) In order to make use of the best available practices and scientific evidence, the power to adopt acts in accordance with Article 290 of the Treaty should be delegated to the Commission in respect of reviewing certain technical aspects of monitoring and reporting of CO₂, **SO_x** and **NO_x** emissions from ships and of further specifying rules for the verification of emission reports and the accreditation of verifiers. It is of particular importance that the Commission carries 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 Council.

Or. en

Amendment 108
Nils Torvalds

Proposal for a regulation
Recital 26

Text proposed by the Commission

(26) In order to ensure uniform conditions for the use of automated systems and standard electronic templates for coherent reporting of emissions ***and other climate-relevant information*** to the Commission and involved States implementing powers should be conferred on the Commission. Those necessary implementing powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers²³.

²³ OJ L 251, 18.9.2012, p. 49

Amendment

(26) In order to ensure uniform conditions for the use of automated systems and standard electronic templates for coherent reporting of emissions to the Commission and involved States implementing powers should be conferred on the Commission. Those necessary implementing powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers²³.

²³ OJ L 251, 18.9.2012, p. 49

Or. en

Amendment 109
Georgios Koumoutsakos

Proposal for a regulation
Recital 26

Text proposed by the Commission

(26) In order to ensure uniform conditions for the use of automated systems and standard electronic templates for coherent reporting of emissions and other ***climate-relevant*** information to the Commission and involved States implementing powers should be conferred on the Commission. Those necessary implementing powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning

Amendment

(26) In order to ensure uniform conditions for the use of automated systems and standard electronic templates for coherent reporting of emissions and other ***relevant*** information to the Commission and involved States implementing powers should be conferred on the Commission. Those necessary implementing powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning

mechanisms for control by the Member States of the Commission's exercise of implementing powers²³.

²³ OJ L 251, 18.9.2012, p. 49

mechanisms for control by the Member States of the Commission's exercise of implementing powers²³.

²³ OJ L 251, 18.9.2012, p. 49

Or. en

Amendment 110
Vilja Savisaar-Toomast

Proposal for a regulation
Recital 27

Text proposed by the Commission

(27) The objective of the proposed action, namely to monitor, report and verify CO₂ emissions from ships as first step of a staged approach to reduce these emissions cannot be sufficiently achieved by the Member States acting individually, due to the international nature of maritime transport and can therefore, by reason of scale and effects of the action, be better achieved at Union level. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

Amendment

(27) The objective of the proposed action, namely to monitor, report and verify CO₂, **SO_x and NO_x** emissions from ships as first step of a staged approach to reduce these emissions cannot be sufficiently achieved by the Member States acting individually, due to the international nature of maritime transport and can therefore, by reason of scale and effects of the action, be better achieved at Union level. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

Or. en

Amendment 111
Kriton Arsenis, Andrea Zaroni, Corinne Lepage

Proposal for a regulation
Recital 29

Text proposed by the Commission

(29) This Regulation should enter into force on **1 July 2015** to ensure that the Member States and relevant stakeholders have sufficient time to take the necessary measures for the effective application of this Regulation before the first reporting period starts on **1 January 2018**.

Amendment

(29) This Regulation should enter into force on **1 July 2014** to ensure that the Member States and relevant stakeholders have sufficient time to take the necessary measures for the effective application of this Regulation before the first reporting period starts on **1 January 2016**.

Or. en

Amendment 112
Christofer Fjellner

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions **and other climate relevant information** from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of CO₂ emissions from maritime transport in a cost effective manner.

Amendment

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of CO₂ emissions from maritime transport in a cost effective manner.

Or. en

Justification

The MRV system should, at this initial stage, cover only CO₂ emissions. The system could be increased with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 113
Vilja Savisaar-Toomast

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation lays down rules for the accurate monitoring, reporting and verification of **carbon dioxide (CO₂)** emissions and other climate relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of **CO₂** emissions from maritime transport in a cost effective manner.

Amendment

This Regulation lays down rules for the accurate monitoring, reporting and verification of CO₂, **SO_x and NO_x** emissions and other climate relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of emissions from maritime transport in a cost effective manner.

Or. en

Amendment 114
Nils Torvalds

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions **and other climate relevant information** from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of CO₂ emissions from maritime transport in a cost effective manner.

Amendment

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of CO₂ emissions from maritime transport in a cost effective manner.

Or. en

Amendment 115
Satu Hassi

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation lays down rules for the accurate monitoring, reporting and verification of *carbon dioxide (CO₂)* emissions and other climate relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of *CO₂* emissions from maritime transport in a cost effective manner.

Amendment

This Regulation lays down rules for the accurate monitoring, reporting and verification of *greenhouse gas emissions and the surrender of corresponding emissions allowances* and other climate relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of *greenhouse gas* emissions from maritime transport in a cost effective manner.

Or. en

Amendment 116
Georgios Koumoutsakos

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions and other *climate* relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of CO₂ emissions from maritime transport in a cost effective manner.

Amendment

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions and other relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of CO₂ emissions from maritime transport in a cost effective manner.

Or. en

Amendment 117
Sabine Wils

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions and other climate relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of CO₂ emissions from maritime transport ***in a cost effective manner***.

Amendment

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions and other climate relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of CO₂ emissions from maritime transport.

Or. en

Justification

It is not recommendable to formulate the intention of the necessary reduction of emissions under restriction of commensurability of cost-effectiveness.

Amendment 118
Christofer Fjellner

Proposal for a regulation
Article 2 – paragraph 1

Text proposed by the Commission

1. This Regulation applies to ships above **5000** gross tons in respect of emissions released during their voyages from the last port of call to a port under the jurisdiction of a Member State and from a port under the jurisdiction of a Member State to their next port of call, as well as within ports under the jurisdiction of a Member State.

Amendment

1. This Regulation applies to ships above **3000** gross tons in respect of emissions released during their voyages from the last port of call to a port under the jurisdiction of a Member State and from a port under the jurisdiction of a Member State to their next port of call, as well as within ports under the jurisdiction of a Member State.

Or. en

Amendment 119
Spyros Danellis

Proposal for a regulation
Article 2 – paragraph 1

Text proposed by the Commission

1. This Regulation applies to ships above **5000** gross tons in respect of emissions released during their voyages from the last port of call to a port under the jurisdiction of a Member State and from a port under the jurisdiction of a Member State to their next port of call, as well as within ports under the jurisdiction of a Member State.

Amendment

1. This Regulation applies to ships above **400** gross tons in respect of emissions released during their voyages from the last port of call to a port under the jurisdiction of a Member State and from a port under the jurisdiction of a Member State to their next port of call, as well as within ports under the jurisdiction of a Member State.

Or. en

Justification

Ships between 400 and 5000 gross tons only produce 10% of carbon dioxide emissions, but may need to put in disproportionate efforts in order to comply when compared with larger ships. They rightly belong in the Scope of the Regulation but should be exempted for the time being through a specific provision.

Amendment 120

Kriton Arsenis, Andrea Zaroni, Judith A. Merkies, Corinne Lepage

Proposal for a regulation
Article 2 – paragraph 1

Text proposed by the Commission

1. This Regulation applies to ships above **5000** gross tons in respect of emissions released during their voyages from the last port of call to a port under the jurisdiction of a Member State and from a port under the jurisdiction of a Member State to their next port of call, as well as within ports under the jurisdiction of a Member State.

Amendment

1. This Regulation applies to ships above **400** gross tons in respect of emissions released during their voyages from the last port of call to a port under the jurisdiction of a Member State and from a port under the jurisdiction of a Member State to their next port of call, as well as within ports under the jurisdiction of a Member State.

Or. en

Amendment 121
Satu Hassi

Proposal for a regulation
Article 2 – paragraph 2

Text proposed by the Commission

2. This Regulation does not apply to **warships, naval auxiliaries, fish catching or processing ships**, wooden ships of a primitive build, ships not propelled by mechanical means and government ships used for non-commercial purposes.

Amendment

2. This Regulation does not apply to wooden ships of a primitive build, ships not propelled by mechanical means and government ships used for non-commercial purposes. **As regards warships and naval auxiliaries reporting is limited to Article 10, points a) to f).**

Or. en

Amendment 122
Vilja Savisaar-Toomast

Proposal for a regulation
Article 3 – point a

Text proposed by the Commission

(a) ‘emissions’ means the release of CO₂ into the atmosphere by ships as provided for in Article 2;

Amendment

(a) ‘emissions’ means the release of CO₂, **SO_x and NO_x** into the atmosphere by ships as provided for in Article 2;

Or. en

Amendment 123
Nils Torvalds

Proposal for a regulation
Article 3 – point e

Text proposed by the Commission

(e) ‘verifier’ means a legal entity carrying out verification activities that is accredited by a national accreditation body pursuant to Regulation (EC) No 765/2008 of the

Amendment

(e) ‘verifier’ means a legal entity carrying out verification activities that is accredited by a national accreditation body pursuant to Regulation (EC) No 765/2008 of the

European Parliament and of the Council²⁶
and this Regulation;

European Parliament and of the Council²⁶
and this Regulation *or an agency in
charge of a ship emission modelling
system*;

²⁶ OJ L 218, 13.8.2008, p. 30.

²⁶ OJ L 218, 13.8.2008, p. 30.

Or. en

Justification

By including agency as verifier, the regulation allows ship-owners to use modelling as a mean for emission monitoring.

Amendment 124
Christofer Fjellner

Proposal for a regulation
Article 3 – point g

Text proposed by the Commission

Amendment

(g) ‘other climate-relevant information’ means information related to the consumption of fuels, transport work and energy efficiency of ships which allow for analysing emission trends and assessing ships’ performances;

deleted

Or. en

Amendment 125
Nils Torvalds

Proposal for a regulation
Article 3 – point g

Text proposed by the Commission

Amendment

(g) ‘other climate-relevant information’ means information related to the consumption of fuels, *transport work* and energy efficiency of ships which allow for

(g) ‘other climate-relevant information’ means information related to *CO₂ emissions from* the consumption of fuels, *distance sailed* and energy efficiency of

analysing emission trends and *assessing* ships' performances;

ships which allow for *analysing* emission trends and *indicating shipping* performances;

Or. en

Justification

Transport work in the suggested form is considered to be company sensitive data and would therefore not be submitted. The use of distance sailed is suggested as a replacement.

Amendment 126
Georgios Koumoutsakos

Proposal for a regulation
Article 3 – point g

Text proposed by the Commission

(g) 'other *climate-relevant* information' means information related to the consumption of fuels, *transport work* and energy efficiency of ships which allow for analysing emission trends and *assessing* ships' performances;

Amendment

(g) 'other *relevant* information' means information related to *CO₂ emissions due to* the consumption of fuels, *distance that has been sailed* and energy efficiency of ships which allow for analysing emission trends and *indicating* ships' performances;

Or. en

Amendment 127
Françoise Grossetête

Proposal for a regulation
Article 3 – point g

Text proposed by the Commission

(g) 'other climate-relevant information' means information related to the consumption of fuels, transport work and energy efficiency of ships which allow for analysing emission trends and assessing ships' performances;

Amendment

(g) 'other climate-relevant information' means information related to the consumption of fuels, transport work, *the scope for connecting to mains electricity while at berth* and energy efficiency of ships which allow for analysing emission trends and assessing ships' performances;

Justification

Emissions from ships are a significant source of urban pollution in ports. If ships at berth were able to connect to mains electricity, they could turn off their engines, thus reducing the pollution they cause. This technology is fully developed and offers many environmental benefits, in addition to its potential as a new industry.

Amendment 128
Christofer Fjellner

Proposal for a regulation
Article 3 – point h

Text proposed by the Commission

(h) ‘emission factor’ ***means the average emission rate of a greenhouse gas relative to the activity data of a source stream assuming complete oxidation for combustion and complete conversion for all other chemical reactions;***

Amendment

(h) ‘emission factor’ ***is the ratio in weight between the amount of emission emitted and the amount of fuel in weight consumed in the combustion process of the engine;***

Justification

The current definition is unclear and given that this Regulation should serve as a step to encourage an international agreement in the IMO, the emission factor definition used in the calculation of the Energy Efficiency Design Index should be used.

Amendment 129
Vilja Savisaar-Toomast

Proposal for a regulation
Article 3 – point k

Text proposed by the Commission

(k) ‘tonnes of CO₂’ ***means metric tonnes of CO₂;***

Amendment

deleted

Amendment 130
Nils Torvalds, Vilja Savisaar-Toomast

Proposal for a regulation
Article 3 – point 1 a (new)

Text proposed by the Commission

Amendment

(la) 'ice class' means the notation assigned to the ship by the Administration or by an organization recognized by the Administration showing that the ship has been designed for navigation in sea-ice conditions.

Or. en

Amendment 131
Christofer Fjellner

Proposal for a regulation
Article 4 – paragraph 1

Text proposed by the Commission

Amendment

1. Companies shall monitor and report for every ship the **amount and type of fuel consumed** during a calendar year within each port under the jurisdiction of a Member State and for **each voyage** arriving to and departing from a port located under the jurisdiction of a Member State in accordance with paragraphs 2 to 6.

1. Companies shall monitor and report for every ship the **relevant emission parameters** during a calendar year within each port under the jurisdiction of a Member State and for **voyages** arriving to and departing from a port located under the jurisdiction of a Member State in accordance with paragraphs 2 to 6.

Or. en

Amendment 132
Christofer Fjellner

Proposal for a regulation
Article 4 – paragraph 2

Text proposed by the Commission

2. Monitoring and reporting shall be complete and cover **all** emissions from the combustion of fuels. Companies shall apply appropriate measures to prevent any data gaps within the reporting period.

Amendment

2. Monitoring and reporting shall be complete and cover **CO₂** emissions from the combustion of fuels, **while the ship is at sea as well as at berth**. Companies shall apply appropriate measures to prevent any data gaps within the reporting period.

Or. en

Amendment 133
Georgios Koumoutsakos

Proposal for a regulation
Article 4 – paragraph 2

Text proposed by the Commission

2. Monitoring and reporting shall be complete and cover **all** emissions from the combustion of fuels. Companies shall apply appropriate measures to prevent any data gaps within the reporting period.

Amendment

2. Monitoring and reporting shall be complete and cover emissions from the combustion of fuels. Companies shall apply appropriate measures to prevent any data gaps within the reporting period.

Or. en

Amendment 134
Sabine Wils

Proposal for a regulation
Article 4 – paragraph 4

Text proposed by the Commission

4. Companies shall obtain, record, compile, analyse and document monitoring data, including assumptions, references, emission factors and activity data, in a transparent manner that enables the reproduction of the determination of

Amendment

4. Companies shall obtain, record, compile, analyse and document monitoring data, including assumptions, references, emission factors and activity data, in a transparent, **comparable, and exhaustive** manner that enables the reproduction of the

emissions by the verifier.

determination of emissions by the verifier.

Or. en

Justification

clarification of the way data should be collected

Amendment 135

Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation

Article 4 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. Companies shall take account of the recommendations included in the verification reports issued pursuant to Article 13 in their consequent monitoring and reporting.

Or. en

Amendment 136

Christofer Fjellner

Proposal for a regulation

Article 5

Text proposed by the Commission

Amendment

For the purposes of Article 4(1), (2) and (3), companies shall determine their emissions ***and other climate relevant information*** for each of their ships above ***5000*** GT in accordance with any of the methods set out in Annex I.

For the purposes of Article 4(1), (2) and (3), companies shall determine their emissions for each of their ships above ***3000*** GT in accordance with any of the methods set out in Annex I.

Or. en

Amendment 137
Nils Torvalds

Proposal for a regulation
Article 5

Text proposed by the Commission

For the purposes of Article 4(1), (2) and (3), companies shall determine their emissions **and other climate relevant information** for each of their ships above 5000 GT in accordance with any of the methods set out in Annex I.

Amendment

For the purposes of Article 4(1), (2) and (3), companies shall determine their emissions for each of their ships above 5000 GT in accordance with any of the methods set out in Annex I.

Or. en

Amendment 138
Satu Hassi

Proposal for a regulation
Article 5

Text proposed by the Commission

For the purposes of Article 4(1), (2) and (3), companies shall determine their emissions and other climate relevant information for each of their ships above **5000** GT in accordance with **any of** the methods set out in Annex I.

Amendment

For the purposes of Article 4(1), (2) and (3), companies shall determine their emissions and other climate relevant information for each of their ships above **400** GT in accordance with the methods set out in Annex I.

Or. en

Amendment 139
Georgios Koumoutsakos

Proposal for a regulation
Article 5

Text proposed by the Commission

For the purposes of Article 4(1), (2) and (3), companies shall determine their

Amendment

For the purposes of Article 4(1), (2) and (3), companies shall determine their

emissions and other *climate* relevant information for each of their ships above 5000 GT in accordance with any of the methods set out in Annex I.

emissions and other relevant information for each of their ships above 5000 GT in accordance with any of the methods set out in Annex I.

Or. en

Amendment 140

Kriton Arsenis, Andrea Zanoni, Judith A. Merkies, Corinne Lepage

Proposal for a regulation

Article 5

Text proposed by the Commission

For the purposes of Article 4(1), (2) and (3), companies shall determine their emissions and other climate relevant information for each of their ships above **5000 GT** in accordance with any of the methods set out in Annex I.

Amendment

For the purposes of Article 4(1), (2) and (3), companies shall determine their emissions and other climate relevant information for each of their ships above **400 GT in accordance with one of the following methods set out in Annex I:**

(a) flow meters for applicable combustion processes;

(b) direct emission measurements

For a transitional period of five years after this Regulation enters into force, companies shall determine their emissions and other climate relevant information in accordance with any of the methods set out in Annex I.

Or. en

Amendment 141

Christofer Fjellner

Proposal for a regulation

Article 6 – paragraph 1

Text proposed by the Commission

1. By 31 August 2017, companies shall submit to the verifiers a monitoring plan

Amendment

1. By 31 August 2017, companies shall submit to the verifiers a monitoring plan

indicating the method chosen to monitor and report emissions *and other climate-relevant information* for each of their ships above **5000** GT.

indicating the method chosen to monitor and report **CO₂** emissions for each of their ships above **3000** GT.

Or. en

Amendment 142
Nils Torvalds

Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission

1. By 31 August 2017, companies shall submit to the verifiers a monitoring plan indicating the method chosen to monitor and report emissions *and other climate-relevant information* for each of their ships above 5000 GT.

Amendment

1. By 31 August 2017, companies shall submit to the verifiers a monitoring plan indicating the method chosen to monitor and report emissions for each of their ships above 5000 GT.

Or. en

Amendment 143
Georgios Koumoutsakos

Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission

1. By 31 August 2017, companies shall submit to the verifiers a monitoring plan indicating the method chosen to monitor and report emissions and other *climate-relevant* information for each of their ships above 5000 GT.

Amendment

1. By 31 August 2017, companies shall submit to the verifiers a monitoring plan indicating the method chosen to monitor and report emissions and other *relevant* information for each of their ships above 5000 GT.

Or. en

Amendment 144
Satu Hassi

Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission

1. By **31 August 2017**, companies shall submit to the verifiers a monitoring plan indicating the method chosen to monitor and report emissions and other climate-relevant information for each of their ships above **5000** GT.

Amendment

1. By **31 August 2015**, companies shall submit to the verifiers a monitoring plan indicating the method chosen to monitor and report emissions and other climate-relevant information for each of their ships above **400** GT.

Or. en

Amendment 145
Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission

1. By **31 August 2017**, companies shall submit to the verifiers a monitoring plan indicating the method chosen to monitor and report emissions and other climate-relevant information for each of their ships above **5000** GT.

Amendment

1. By **31 August 2015**, companies shall submit to the verifiers a monitoring plan indicating the method chosen to monitor and report emissions and other climate-relevant information for each of their ships above **400** GT.

Or. en

Amendment 146
Satu Hassi

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

2. By way of derogation from paragraph 1, for ships falling under the scope of this

Amendment

2. By way of derogation from paragraph 1, for ships falling under the scope of this

Regulation for the first time after **1 January 2018**, the company shall submit a monitoring plan to the verifier without undue delay and no later than two months after their first call in a port under the jurisdiction of a Member State.

Regulation for the first time after **1 January 2016**, the company shall submit a monitoring plan to the verifier without undue delay and no later than two months after their first call in a port under the jurisdiction of a Member State.

Or. en

Amendment 147
Sabine Wils

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

2. By way of derogation from paragraph 1, for ships falling under the scope of this Regulation **for the first time after 1 January 2018**, the company shall submit a monitoring plan to the verifier without undue delay and no later than two months after their first call in a port under the jurisdiction of a Member State.

Amendment

2. By way of derogation from paragraph 1, for ships falling under the scope of this Regulation **starting from the 1st January 2016**, the company shall submit a monitoring plan to the verifier without undue delay and no later than two months after their first call in a port under the jurisdiction of a Member State.

Or. en

Justification

A more ambitious time scale seems reasonable.

Amendment 148
Kriton Arsenis, Andrea Zaroni, Corinne Lepage

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

2. By way of derogation from paragraph 1, for ships falling under the scope of this Regulation for the first time after **1**

Amendment

2. By way of derogation from paragraph 1, for ships falling under the scope of this Regulation for the first time after **1**

January 2018, the company shall submit a monitoring plan to the verifier without undue delay and no later than two months after their first call in a port under the jurisdiction of a Member State.

January 2016, the company shall submit a monitoring plan to the verifier without undue delay and no later than two months after their first call in a port under the jurisdiction of a Member State.

Or. en

Amendment 149
Sabine Wils

Proposal for a regulation
Article 6 – paragraph 3 – introductory part

Text proposed by the Commission

3. The monitoring plan referred to in paragraph 1 shall consist of a complete **and transparent** documentation of the monitoring methodology of a specific ship and shall contain at least the following elements:

Amendment

3. The monitoring plan referred to in paragraph 1 shall consist of a complete, **transparent and comparable among Member-States** documentation of the monitoring methodology of a specific ship and shall contain at least the following elements:

Or. en

Justification

Measurements should be comparable.

Amendment 150
Nils Torvalds, Vilja Savisaar-Toomast

Proposal for a regulation
Article 6 – paragraph 3 – point a

Text proposed by the Commission

(a) the identification and type of the ship including the name of the ship, its International Maritime Organisation (IMO) registration number, its port of registry or home port and the name of the ship owner;

Amendment

(a) the identification and type of the ship including the name of the ship, its International Maritime Organisation (IMO) registration number, its port of registry or home port, **the ice class of the ship**, and

the name of the ship owner;

Or. en

Amendment 151
Christofer Fjellner

Proposal for a regulation
Article 6 – paragraph 3 – point h – point i

Text proposed by the Commission

Amendment

(i) the procedures, responsibilities and data sources for determining and recording the distance per voyage made; *deleted*

Or. en

Amendment 152
Christofer Fjellner

Proposal for a regulation
Article 6 – paragraph 3 – point h – point ii

Text proposed by the Commission

Amendment

(ii) the procedures, responsibilities, formulae and data sources for determining and recording the cargo carried and the number of passengers as applicable; *deleted*

Or. en

Amendment 153
Christofer Fjellner

Proposal for a regulation
Article 6 – paragraph 3 – point h – point iii

Text proposed by the Commission

Amendment

(iii) the procedures, responsibilities, formulae and data sources for determining and recording the time spent at sea between the port of departure and the port of arrival;

deleted

Or. en

Amendment 154

Nils Torvalds, Vilja Savisaar-Toomast

Proposal for a regulation

Article 6 – paragraph 3 – point h a (new)

Text proposed by the Commission

Amendment

(ha) the procedures, responsibilities, formulae and data sources for determining and recording the distance travelled and the time spent when navigating through ice;

Or. en

Amendment 155

Christofer Fjellner

Proposal for a regulation

Article 7 – paragraph 2 – introductory part

Text proposed by the Commission

Amendment

A company shall modify the monitoring plan in any of the **following** situations:

A company shall modify the monitoring plan in any of the **situations set out in points (a) to (e). The monitoring plan shall be modified only in respect of the specific changes that have occurred as a result of those** situations.

Or. en

Amendment 156
Christofer Fjellner

Proposal for a regulation
Article 8

Text proposed by the Commission

From 1 January 2018, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage **and** an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Amendment

From 1 January 2018, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage ***basis for voyages between a port of a Member State and a port of a third country, and on*** an annual basis ***for voyages between ports in Member States,*** by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Or. en

Amendment 157
Nils Torvalds

Proposal for a regulation
Article 8

Text proposed by the Commission

From 1 January 2018, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on ***a per-voyage*** **and** an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Amendment

From 1 January 2018, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Or. en

Justification

Information on a per-voyage basis will cause severe administrative burdens on Short Sea Shipping and a reporting of aggregated data is preferred.

Amendment 158 **Georgios Koumoutsakos**

Proposal for a regulation **Article 8**

Text proposed by the Commission

From 1 January 2018, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage **and** an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Amendment

From 1 January 2018, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage **or a monthly or legs basis in cases of vessels that perform several voyages in short time periods and report on** an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Or. en

Amendment 159 **Esther de Lange**

Proposal for a regulation **Article 8**

Text proposed by the Commission

From 1 January 2018, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage and an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Amendment

From 1 January 2018, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage **or on a monthly or legs basis for vessels performing multi-voyages in short periods of time** and an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating

emissions in accordance with part A of Annex I

Or. en

Amendment 160

Satu Hassi

Proposal for a regulation

Article 8

Text proposed by the Commission

From **1 January 2018**, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage and an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Amendment

From **1 January 2016**, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage and an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Or. en

Amendment 161

Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation

Article 8

Text proposed by the Commission

From **1 January 2018**, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage and an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Amendment

From **1 January 2016**, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage and an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Or. en

Amendment 162
Martin Callanan

Proposal for a regulation
Article 9 – title

Text proposed by the Commission

Monitoring on a per-voyage basis

Amendment

Monitoring on a per-voyage *or a daily* basis

Or. en

Amendment 163
Christofer Fjellner

Proposal for a regulation
Article 9 – introductory part

Text proposed by the Commission

Based on the monitoring plan approved in accordance to Article 13(1), for each ship and for each voyage *arriving to and departing from* a port *under a Member State's jurisdiction*, companies shall monitor in accordance with part A of Annex I and Annex II, the following information:

Amendment

Based on the monitoring plan approved in accordance to Article 13(1), for each ship and for each voyage *between a port of a Member State and a port of a third country*, companies shall monitor in accordance with part A of Annex I and Annex II, the following information:

Or. en

Amendment 164
Christofer Fjellner

Proposal for a regulation
Article 9 – point b

Text proposed by the Commission

(b) amount and emission factor for each type of fuel consumed in total *and*

Amendment

(b) amount and emission factor for each type of fuel consumed in total;

differentiated between fuel used inside and outside emission control areas;

Or. en

Justification

This requirement would unnecessarily increase the administrative burden of companies.

Amendment 165
Martin Callanan

Proposal for a regulation
Article 9 – point b

Text proposed by the Commission

(b) amount and emission factor for each type of fuel *consumed in total and differentiated between fuel used inside and outside emission control areas;*

Amendment

(b) amount and emission factor for each type of fuel;

Or. en

Amendment 166
Vilja Savisaar-Toomast

Proposal for a regulation
Article 9 – point c

Text proposed by the Commission

(c) CO₂ emitted;

Amendment

(c) CO₂, *SO_x and NO_x* emitted;

Or. en

Amendment 167
Christofer Fjellner

Proposal for a regulation
Article 9 – point d

Text proposed by the Commission

Amendment

(d) distance travelled;

deleted

Or. en

Justification

The MRV system should, at this initial stage, cover only CO2 emissions. The system could be increased with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 168
Christofer Fjellner

Proposal for a regulation
Article 9 – point e

Text proposed by the Commission

Amendment

(e) time spent at sea;

deleted

Or. en

Justification

The MRV system should, at this initial stage, cover only CO2 emissions. The system could be increased with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 169
Nils Torvalds

Proposal for a regulation
Article 9 – point e

Text proposed by the Commission

Amendment

(e) time spent at sea;

deleted

Or. en

Justification

In order to estimate the CO2 emitted, there is no need to provide information on transport work; the distance sailed will provide relevant and sufficient information. Furthermore information on cargo carried and on transport work is considered as company-sensitive information and should therefore not be disclosed.

Amendment 170
Georgios Koumoutsakos

Proposal for a regulation
Article 9 – point e

Text proposed by the Commission

Amendment

(e) time spent at sea;

deleted

Or. en

Amendment 171
Georgios Koumoutsakos

Proposal for a regulation
Article 9 – point e a (new)

Text proposed by the Commission

Amendment

(ea) date and time of the beginning and end of the periods that monitoring has been suspended for emergency situations, such as life-saving activities;

Or. en

Amendment 172
Christofer Fjellner

Proposal for a regulation
Article 9 – point f

Text proposed by the Commission

Amendment

(f) cargo carried;

deleted

Or. en

Justification

The MRV system should, at this initial stage, cover only CO₂ emissions. The system could be increased with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 173

Nils Torvalds

Proposal for a regulation

Article 9 – point f

Text proposed by the Commission

Amendment

(f) cargo carried;

deleted

Or. en

Justification

In order to estimate the CO₂ emitted, there is no need to provide information on transport work; the distance sailed will provide relevant and sufficient information. Furthermore information on cargo carried and on transport work is considered as company-sensitive information and should therefore not be disclosed.

Amendment 174

Georgios Koumoutsakos

Proposal for a regulation

Article 9 – point f

Text proposed by the Commission

Amendment

(f) cargo carried;

deleted

Or. en

Amendment 175
Esther de Lange

Proposal for a regulation
Article 9 – point f

Text proposed by the Commission

Amendment

(f) cargo carried;

deleted

Or. en

Amendment 176
Vilja Savisaar-Toomast

Proposal for a regulation
Article 9 – point f

Text proposed by the Commission

Amendment

(f) cargo carried;

(f) *mass of* cargo carried;

Or. en

Amendment 177
Spyros Danellis

Proposal for a regulation
Article 9 – point f

Text proposed by the Commission

Amendment

(f) cargo carried;

(f) *type and quantity of* cargo carried;

Or. en

Justification

Both type and quantity of cargo carried are relevant.

Amendment 178
Spyros Danellis

Proposal for a regulation
Article 9 – point f a (new)

Text proposed by the Commission

Amendment

(fa) weather conditions

Or. en

Justification

Weather conditions are a necessary metric to calculate energy efficiency.

Amendment 179
Christofer Fjellner

Proposal for a regulation
Article 9 – point g

Text proposed by the Commission

Amendment

(g) transport work.

deleted

Or. en

Justification

The MRV system should, at this initial stage, cover only CO2 emissions. The system could be increased with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 180
Vilja Savisaar-Toomast

Proposal for a regulation
Article 9 – point g

Text proposed by the Commission

Amendment

(g) transport work.

deleted

Or. en

Amendment 181
Nils Torvalds

Proposal for a regulation
Article 9 – point g

Text proposed by the Commission

Amendment

(g) transport work.

deleted

Or. en

Justification

In order to estimate the CO2 emitted, there is no need to provide information on transport work; the distance sailed will provide relevant and sufficient information. Furthermore information on cargo carried and on transport work is considered as company-sensitive information and should therefore not be disclosed.

Amendment 182
Georgios Koumoutsakos

Proposal for a regulation
Article 9 – point g

Text proposed by the Commission

Amendment

(g) transport work.

deleted

Or. en

Amendment 183
Christofer Fjellner

Proposal for a regulation
Article 9 – point g a (new)

Text proposed by the Commission

Amendment

(ga) for deep sea shipping calling a series of EU ports, the European leg should be considered as one voyage.

Or. en

Amendment 184
Nils Torvalds

Proposal for a regulation
Article 9 – point g a (new)

Text proposed by the Commission

Amendment

(ga) date and time of the start and finish of periods where monitoring was suspended due to emergency situations such as life-saving activities.

Or. en

Justification

The emissions for a ship participating in search and rescue or other emergency situations should not be within the scope of the regulation.

Amendment 185
Esther de Lange

Proposal for a regulation
Article 9 – point g a (new)

Text proposed by the Commission

Amendment

(ga) where monitoring was suspended for a period as a result of emergency situations, e.g. life-saving activities, companies shall monitor the date and time of the start and finish of these

periods.

Or. en

Amendment 186
Christofer Fjellner

Proposal for a regulation
Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

By way of derogation from the first paragraph, vessels exclusively operating within the scope of this Regulation are exempt from monitoring emissions on a per-voyage basis.

Or. en

Amendment 187
Martin Callanan

Proposal for a regulation
Article 9 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

Monitoring on a daily basis is only possible when the ship is covering the same route multiply. The report should then contain the number of trips with totals for the reported day.

Or. en

Justification

For a scheduled traffic on the same track, when it is provided several times a day an exception for "per voyage" reporting should be introduced. Indicating only the total numbers for the reported day. Similar exception can be found in the Directive 2000/59/EC and 2002/59/EC.

Amendment 188
Christofer Fjellner

Proposal for a regulation
Article 10 – point a

Text proposed by the Commission

(a) amount and emission factor for each type of fuel consumed in total ***and differentiated between fuel used inside and outside emission control areas;***

Amendment

(a) amount and emission factor for each type of fuel consumed in total;

Or. en

Justification

This requirement would unnecessarily increase the administrative burden of companies.

Amendment 189
Martin Callanan

Proposal for a regulation
Article 10 – point a

Text proposed by the Commission

(a) amount and emission factor for each type of fuel consumed ***in total and differentiated between fuel used inside and outside emission control areas;***

Amendment

(a) amount and emission factor for each type of fuel consumed;

Or. en

Amendment 190
Vilja Savisaar-Toomast

Proposal for a regulation
Article 10 – point b

Text proposed by the Commission

Amendment

(b) total CO₂ emitted;

(b) total CO₂, **SO_x and NO_x** emitted;

Or. en

Amendment 191
Vilja Savisaar-Toomast

Proposal for a regulation
Article 10 – point c

Text proposed by the Commission

Amendment

(c) aggregated CO₂ emissions from all voyages between ports under a Member State's jurisdiction;

(c) aggregated CO₂, **SO_x and NO_x** emissions from all voyages between ports under a Member State's jurisdiction;

Or. en

Amendment 192
Sabine Wils

Proposal for a regulation
Article 10 – point c

Text proposed by the Commission

Amendment

(c) aggregated CO₂ emissions from all voyages between ports under a Member State's jurisdiction;

(c) aggregated CO₂ emissions from all voyages between ports under a Member State's jurisdiction **for every voyage on every route**;

Or. de

Justification

The addition is necessary in order to ensure that data is compiled for emissions on every route.

Amendment 193
Vilja Savisaar-Toomast

Proposal for a regulation
Article 10 – point d

Text proposed by the Commission

(d) aggregated CO₂ emissions from all voyages which departed from ports under a Member State's jurisdiction;

Amendment

(d) aggregated CO₂, **SO_x and NO_x** emissions from all voyages which departed from ports under a Member State's jurisdiction;

Or. en

Amendment 194
Sabine Wils

Proposal for a regulation
Article 10 – point d

Text proposed by the Commission

(d) aggregated CO₂ emissions from all voyages which departed from ports under a Member State's jurisdiction;

Amendment

(d) aggregated CO₂ emissions from all voyages from ports under a Member State's jurisdiction **for every voyage on every route**;

Or. de

Justification

The addition is necessary in order to ensure that data is compiled for emissions on every route.

Amendment 195
Vilja Savisaar-Toomast

Proposal for a regulation
Article 10 – point e

Text proposed by the Commission

(e) aggregated CO₂ emissions from all

Amendment

(e) aggregated CO₂, **SO_x and NO_x**

voyages to ports under a Member State's jurisdiction;

emissions from all voyages to ports under a Member State's jurisdiction;

Or. en

Amendment 196
Sabine Wils

Proposal for a regulation
Article 10 – point e

Text proposed by the Commission

Amendment

(e) aggregated CO₂ emissions from all voyages to ports under a Member State's jurisdiction;

(e) aggregated CO₂ emissions from all voyages to ports under a Member State's jurisdiction *for every voyage on every route*;

Or. de

Justification

The addition is necessary in order to ensure that data is compiled for emissions on every route.

Amendment 197
Vilja Savisaar-Toomast

Proposal for a regulation
Article 10 – point f

Text proposed by the Commission

Amendment

(f) CO₂ emissions which occurred within ports under a Member State's jurisdiction at berth;

(f) CO₂, *SO_x and NO_x* emissions which occurred within ports under a Member State's jurisdiction at berth;

Or. en

Amendment 198
Christofer Fjellner

Proposal for a regulation
Article 10 – point g

Text proposed by the Commission

Amendment

(g) total distance travelled;

deleted

Or. en

Justification

The MRV system should, at this initial stage, cover only CO2 emissions. The system could be increased with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 199
Christofer Fjellner

Proposal for a regulation
Article 10 – point h

Text proposed by the Commission

Amendment

(h) total time spent at sea;

deleted

Or. en

Justification

The MRV system should, at this initial stage, cover only CO2 emissions. The system could be increased with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 200
Nils Torvalds

Proposal for a regulation
Article 10 – point h

Text proposed by the Commission

Amendment

(h) total time spent at sea;

deleted

Justification

In order to estimate the CO2 emitted, there is no need to provide information on transport work; the distance sailed will provide relevant and sufficient information. Furthermore information on cargo carried and on transport work is considered as company-sensitive information and should therefore not be disclosed.

Amendment 201
Georgios Koumoutsakos

Proposal for a regulation
Article 10 – point h

Text proposed by the Commission

Amendment

(h) total time spent at sea;

deleted

Or. en

Amendment 202
Christofer Fjellner

Proposal for a regulation
Article 10 – point i

Text proposed by the Commission

Amendment

(i) total transport work;

deleted

Or. en

Justification

The MRV system should, at this initial stage, cover only CO2 emissions. The system could be increase with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 203
Vilja Savisaar-Toomast

Proposal for a regulation
Article 10 – point i

Text proposed by the Commission

Amendment

(i) total transport work;

deleted

Or. en

Amendment 204
Nils Torvalds

Proposal for a regulation
Article 10 – point i

Text proposed by the Commission

Amendment

(i) total transport work;

deleted

Or. en

Justification

In order to estimate the CO2 emitted, there is no need to provide information on transport work; the distance sailed will provide relevant and sufficient information. Furthermore information on cargo carried and on transport work is considered as company-sensitive information and should therefore not be disclosed.

Amendment 205
Georgios Koumoutsakos

Proposal for a regulation
Article 10 – point i

Text proposed by the Commission

Amendment

(i) total transport work;

deleted

Or. en

Amendment 206
Christofer Fjellner

Proposal for a regulation
Article 10 – point j

Text proposed by the Commission

Amendment

(j) average energy efficiency.

deleted

Or. en

Justification

The MRV system should, at this initial stage, cover only CO2 emissions. The system could be increased with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 207
Christofer Fjellner

Proposal for a regulation
Article 11 – paragraph 1

Text proposed by the Commission

Amendment

1. From 2019, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions ***and other climate-relevant information*** during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

1. From 2019, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the ***CO₂*** emissions during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Or. en

Justification

The MRV system should, at this initial stage, cover only CO2 emissions. The system could be increased with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 208
Nils Torvalds

Proposal for a regulation
Article 11 – paragraph 1

Text proposed by the Commission

1. From 2019, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions ***and other climate-relevant information*** during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Amendment

1. From 2019, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Or. en

Amendment 209
Satu Hassi

Proposal for a regulation
Article 11 – paragraph 1

Text proposed by the Commission

1. From **2019**, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions and other climate-relevant information during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Amendment

1. From **2017**, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions and other climate-relevant information during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Or. en

Amendment 210

Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation

Article 11 – paragraph 1

Text proposed by the Commission

1. From **2019**, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions and other climate-relevant information during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Amendment

1. From **2017**, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions and other climate-relevant information during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Or. en

Amendment 211

Georgios Koumoutsakos

Proposal for a regulation

Article 11 – paragraph 1

Text proposed by the Commission

1. From 2019, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions and other ***climate-relevant*** information during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Amendment

1. From 2019, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions and other ***relevant*** information during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Or. en

Amendment 212
Nils Torvalds, Vilja Savisaar-Toomast

Proposal for a regulation
Article 11 – paragraph 3 – point a – point iii a (new)

Text proposed by the Commission

Amendment

(iiia) the ice class of the ship,

Or. en

Amendment 213
Christofer Fjellner

Proposal for a regulation
Article 11 – paragraph 3 – point a – point iv

Text proposed by the Commission

Amendment

(iv) technical efficiency of the ship (the Energy Efficiency Design Index (EEDI) ***or the Estimated Index Value (EIV)*** in accordance with IMO Resolution MEPC.215 (63), where applicable)

(iv) technical efficiency of the ship (the Energy Efficiency Design Index (EEDI) in accordance with IMO Resolution MEPC.215 (63), where applicable)

Or. en

Amendment 214
Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation
Article 11 – paragraph 3 – point a – point iv a (new)

Text proposed by the Commission

Amendment

(iva) Certified technical efficiency of the ship expressed by the Energy Efficiency Design Index (EEDI) where applicable to the relevant ship type

Or. en

Amendment 215
Martin Callanan

Proposal for a regulation
Article 11 – paragraph 3 – point a – point ix

Text proposed by the Commission

(ix) address, telephone, *fax* and e-mail details for a contact person;

Amendment

(ix) address, telephone and e-mail details for a contact person;

Or. en

Amendment 216
Christofer Fjellner

Proposal for a regulation
Article 13 – paragraph 5

Text proposed by the Commission

5. In particular the verifier shall ensure that the ***emissions and other climate-relevant information*** included in the emission report have been determined in accordance with Articles 8, 9 and 10 and the monitoring plan referred to in Article 6. The verifier shall also ensure that the emissions ***and other climate-relevant information*** declared in the reports are consistent with data calculated from other sources in accordance with Annexes I and II.

Amendment

5. In particular the verifier shall ensure that the ***CO₂ emissions*** included in the emission report have been determined in accordance with Articles 8, 9 and 10 and the monitoring plan referred to in Article 6. The verifier shall also ensure that the ***CO₂*** emissions declared in the reports are consistent with data calculated from other sources in accordance with Annexes I and II.

Or. en

Amendment 217
Nils Torvalds

Proposal for a regulation
Article 13 – paragraph 5

Text proposed by the Commission

5. In particular the verifier shall ensure that the emissions ***and other climate-relevant information*** included in the emission report have been determined in accordance with Articles 8, 9 and 10 and the monitoring plan referred to in Article 6. The verifier shall also ensure that the emissions ***and other climate-relevant information*** declared in the reports are consistent with data calculated from other sources in accordance with Annexes I and II.

Amendment

5. In particular the verifier shall ensure that the emissions included in the emission report have been determined in accordance with Articles 8, 9 and 10 and the monitoring plan referred to in Article 6. The verifier shall also ensure that the emissions declared in the reports are consistent with data calculated from other sources in accordance with Annexes I and II.

Or. en

Amendment 218
Georgios Koumoutsakos

Proposal for a regulation
Article 13 – paragraph 5

Text proposed by the Commission

5. In particular the verifier shall ensure that the emissions and other ***climate-relevant*** information included in the emission report have been determined in accordance with Articles 8, 9 and 10 and the monitoring plan referred to in Article 6. The verifier shall also ensure that the emissions and other ***climate-relevant*** information declared in the reports are consistent with data calculated from other sources in accordance with Annexes I and II.

Amendment

5. In particular the verifier shall ensure that the emissions and other ***relevant*** information included in the emission report have been determined in accordance with Articles 8, 9 and 10 and the monitoring plan referred to in Article 6. The verifier shall also ensure that the emissions and other ***relevant*** information declared in the reports are consistent with data calculated from other sources in accordance with Annexes I and II.

Or. en

Amendment 219
Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation
Article 13 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. Where the verifier has identified areas for improvement in the company's performance related to the monitoring and reporting of emissions, including in relation to achieving higher accuracy and enhancing efficiency in the monitoring and reporting, it shall include in the verification report recommendations for improvement.

Or. en

Amendment 220
Christofer Fjellner

Proposal for a regulation
Article 14 – paragraph 2 – point h

Text proposed by the Commission

Amendment

(h) the calculations leading to the determination of the energy efficiency.

deleted

Or. en

Amendment 221
Nils Torvalds

Proposal for a regulation
Article 15 – paragraph 1

Text proposed by the Commission

Amendment

1. The verifier shall identify potential risks related to the monitoring and reporting process by comparing reported emissions with estimated data based on ship tracking data and characteristics such as the installed engine power. Where

deleted

significant deviations are found, the verifier shall carry out further analyses.

Or. en

Justification

The verification procedure described should be an option for the company to monitor ship emissions and are therefore suggested to be deleted.

Amendment 222

Kriton Arsenis, Andrea Zanoni, Judith A. Merkies, Corinne Lepage

Proposal for a regulation

Article 15 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The verifier shall carry out his activities in a sound and objective professional manner, and understand:

(a) the provisions of this Regulation, as well as relevant standards and rules adopted by the Commission pursuant to Article 15(5);

(b) the legislative, regulatory, and administrative requirements relevant to the activities being verified; and

(c) the generation of all information related to the collection, measurement, calculation and reporting of emissions data on board of ships.

Or. en

Amendment 223

Nils Torvalds

Proposal for a regulation

Article 16 – paragraph 1

Text proposed by the Commission

1. A verifier assessing monitoring plans and emission reports and issuing verification and compliance documents referred to in Articles 13 and 17 shall be accredited for activities under the scope of the present Regulation by a national accreditation body pursuant to Regulation (EC) No 765/2008.

Amendment

1. A verifier, ***if not an intra-governmental agency***, assessing monitoring plans and emission reports and issuing verification and compliance documents referred to in Articles 13 and 17 shall be accredited for activities under the scope of the present Regulation by a national accreditation body pursuant to Regulation (EC) No 765/2008.

Or. en

Justification

Justification the scope of the article should not cover verifiers that are under governmental jurisdiction.

Amendment 224

Satu Hassi

Proposal for a regulation

Chapter 3 a (new)

Text proposed by the Commission

Amendment

CHAPTER IIIa

**MEASURES TO REDUCE CLIMATE
IMPACT OF MARITIME TRANSPORT**

Article 16 a

Responsibility for emissions

1. From 2019 onwards, unless a global mechanism to reduce climate impact of maritime transport is in operation by then, companies shall surrender allowances issued under Directive 2003/87/EC to Member States' competent authorities for cancellation equal to their emissions on incoming voyages to EU ports during the preceding calendar year, as verified in accordance with Article 15, by 30 April each year.

2. By way of derogation to paragraph 1, companies may instead make an equivalent contribution in respect of their incoming voyages to EU ports to the Green Climate Fund established under the UNFCCC based on a price of €25/tonne of CO₂ eq increasing in a linear manner by €3 each year.

3. The Commission shall be empowered to adopt delegated acts in accordance with article 24 in order to further specify the obligations under paragraph 1 and the modalities for applying the derogation under paragraph 2.

Or. en

Amendment 225

Satu Hassi

Proposal for a regulation

Article 18

Text proposed by the Commission

From **30 June 2019** ships arriving at, within or departing from a port under the jurisdiction of a Member State shall carry on board a valid document certifying the ship's compliance with the reporting and monitoring obligations for the concerned reporting period, issued in accordance with Article 17.

Amendment

From **30 June 2017** ships arriving at, within or departing from a port under the jurisdiction of a Member State shall carry on board a valid document certifying the ship's compliance with the reporting and monitoring obligations for the concerned reporting period, issued in accordance with Article 17.

Or. en

Amendment 226

Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation

Article 18

Text proposed by the Commission

From **30 June 2019** ships arriving at, within or departing from a port under the jurisdiction of a Member State shall carry on board a valid document certifying the ship's compliance with the reporting and monitoring obligations for the concerned reporting period, issued in accordance with Article 17.

Amendment

From **30 June 2017** ships arriving at, within or departing from a port under the jurisdiction of a Member State shall carry on board a valid document certifying the ship's compliance with the reporting and monitoring obligations for the concerned reporting period, issued in accordance with Article 17.

Or. en

Amendment 227
Sabine Wils

Proposal for a regulation
Article 18

Text proposed by the Commission

From **30 June 2019** ships arriving at, within or departing from a port under the jurisdiction of a Member State shall carry on board a valid document certifying the ship's compliance with the reporting and monitoring obligations for the concerned reporting period, issued in accordance with Article 17.

Amendment

From **30 June 2017** ships arriving at, within or departing from a port under the jurisdiction of a Member State shall carry on board a valid document certifying the ship's compliance with the reporting and monitoring obligations for the concerned reporting period, issued in accordance with Article 17.

Or. en

Justification

A more ambitious time scale seems reasonable.

Amendment 228
Spyros Danellis

Proposal for a regulation
Article 19 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. During the course of visits and inspections undertaken by the European Maritime Safety Agency (EMSA) to monitor the implementation of Directive 2009/16/EC on Port State Control, the Agency will also monitor the application of paragraphs 1, 2, and 3 by the competent authorities of Member States and report to the Commission;

Or. en

Justification

EMSA already undertakes 4-6 visits to Member States per year to assess the implementation of the Port State Control regime.

Amendment 229
Georgios Koumoutsakos

Proposal for a regulation
Article 20 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall lay down a system of penalties for failure to comply with the monitoring and reporting requirements set out in Articles 8 to 12 and shall take all the measures necessary to ensure that those penalties are applied. The penalties provided for shall be ***no less stringent than those foreseen under national legislation on greenhouse gas emissions in case of non-compliance with reporting obligations by operators and be*** effective, proportionate and dissuasive. Member States shall notify these provisions to the Commission by 1 July 2017, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

1. Member States shall lay down a system of penalties for failure to comply with the monitoring and reporting requirements set out in Articles 8 to 12 and shall take all the measures necessary to ensure that those penalties are applied. The penalties provided for shall be effective, proportionate and dissuasive. Member States shall notify these provisions to the Commission by 1 July 2017, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

Amendment 230

Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation

Article 20 – paragraph 1

Text proposed by the Commission

1. Member States shall lay down a system of penalties for failure to comply with the monitoring and reporting requirements set out in Articles 8 to 12 and shall take all the measures necessary to ensure that those penalties are applied. The penalties provided for shall be no less stringent than those foreseen under national legislation on greenhouse gas emissions in case of non-compliance with reporting obligations by operators and be effective, proportionate and dissuasive. Member States shall notify these provisions to the Commission by **1 July 2017**, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

Amendment

1. Member States shall lay down a system of penalties for failure to comply with the monitoring and reporting requirements set out in Articles 8 to 12 and shall take all the measures necessary to ensure that those penalties are applied. The penalties provided for shall be no less stringent than those foreseen under national legislation on greenhouse gas emissions in case of non-compliance with reporting obligations by operators and be effective, proportionate and dissuasive. Member States shall notify these provisions to the Commission **by 1 July 2015**, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

Amendment 231

Nils Torvalds

Proposal for a regulation

Article 21

Text proposed by the Commission

Article 21

Publication of information

1. By 30 June each year, the Commission shall make publicly available the emissions reported in accordance with Article 11 and information on the

Amendment

deleted

company's compliance with the monitoring and reporting requirements set out in Articles 11 and 17.

2. The publication referred to in paragraph 1 shall include the following information:

(a) the identity of the ship (name, IMO registration number and port of registry or home port);

(b) the identity of the ship owner (name and address of owner and his principal place of business);

(c) technical efficiency of the ship (EEDI or EIV where applicable);

(d) annual CO₂ emissions;

(e) annual total fuel consumption for voyages falling within the scope of this Regulation;

(f) annual average fuel consumption and greenhouse gas emissions per distance travelled of voyages falling within the scope of this Regulation;

(g) annual average fuel consumption and greenhouse gas emissions per distance travelled and cargo carried on voyages falling within the scope of this Regulation;

(h) annual total time spent at sea in voyages falling within the scope of this Regulation;

(i) methodology for monitoring applied;

(j) the date of issue and the expiry date of the document of compliance;

(k) the identity of the verifier having approved the emission report.

3. The Commission shall publish an annual report on emissions and other climate-relevant information from maritime transport.

4. EMSA shall assist the Commission in its work to comply with Articles 11, 12, 17 and 21 of this Regulation, in accordance

*with Regulation (EC) No 1406/2002 of the European Parliament and of the Council*²⁷.

²⁷ *OJ L 208, 5.8.2002, p. 1.*

Or. en

Justification

The article suggests that sensitive information of shipping companies should be published and are suggested to be deleted.

Amendment 232
Georgios Koumoutsakos

Proposal for a regulation
Article 21

Text proposed by the Commission

Amendment

Article 21

deleted

Publication of information

1. By 30 June each year, the Commission shall make publicly available the emissions reported in accordance with Article 11 and information on the company's compliance with the monitoring and reporting requirements set out in Articles 11 and 17.

2. The publication referred to in paragraph 1 shall include the following information:

(a) the identity of the ship (name, IMO registration number and port of registry or home port);

(b) the identity of the ship owner (name and address of owner and his principal place of business);

(c) technical efficiency of the ship (EEDI or EIV where applicable);

- (d) annual CO₂ emissions;*
- (e) annual total fuel consumption for voyages falling within the scope of this Regulation;*
- (f) annual average fuel consumption and greenhouse gas emissions per distance travelled of voyages falling within the scope of this Regulation;*
- (g) annual average fuel consumption and greenhouse gas emissions per distance travelled and cargo carried on voyages falling within the scope of this Regulation;*
- (h) annual total time spent at sea in voyages falling within the scope of this Regulation;*
- (i) methodology for monitoring applied;*
- (j) the date of issue and the expiry date of the document of compliance;*
- (k) the identity of the verifier having approved the emission report.*

3. The Commission shall publish an annual report on emissions and other climate-relevant information from maritime transport.

4. EMSA shall assist the Commission in its work to comply with Articles 11, 12, 17 and 21 of this Regulation, in accordance with Regulation (EC) No 1406/2002 of the European Parliament and of the Council²⁷.

²⁷ *OJ L 208, 5.8.2002, p. 1.*

Or. en

Amendment 233
Martin Callanan

Proposal for a regulation
Article 21 – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) technical efficiency of the ship (EEDI or EIV where applicable); *deleted*

Or. en

Amendment 234

Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation

Article 21 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) Technical efficiency of the ship (EEDI where applicable to the relevant ship type)

Or. en

Amendment 235

Vilja Savisaar-Toomast

Proposal for a regulation

Article 21 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) annual CO₂ emissions;

(d) annual CO₂, SO_x and NO_x emissions;

Or. en

Amendment 236

Christofer Fjellner

Proposal for a regulation

Article 21 – paragraph 2 – point f

Text proposed by the Commission

Amendment

(f) annual average fuel consumption and greenhouse gas emissions per distance travelled of voyages falling within the scope of this Regulation;

deleted

Or. en

Amendment 237
Christofer Fjellner

Proposal for a regulation
Article 21 – paragraph 2 – point g

Text proposed by the Commission

Amendment

(g) annual average fuel consumption and greenhouse gas emissions per distance travelled and cargo carried on voyages falling within the scope of this Regulation;

deleted

Or. en

Amendment 238
Vilja Savisaar-Toomast

Proposal for a regulation
Article 21 – paragraph 2 – point g

Text proposed by the Commission

Amendment

(g) annual average fuel consumption and greenhouse gas emissions per distance travelled and cargo carried on voyages falling within the scope of this Regulation;

(g) annual average fuel consumption and greenhouse gas emissions per distance travelled and *mass of* cargo carried on voyages falling within the scope of this Regulation;

Or. en

Amendment 239
Christofer Fjellner

Proposal for a regulation
Article 21 – paragraph 2 – point h

Text proposed by the Commission

Amendment

(h) annual total time spent at sea in voyages falling within the scope of this Regulation;

deleted

Or. en

Amendment 240
Christofer Fjellner

Proposal for a regulation
Article 21 – paragraph 3

Text proposed by the Commission

Amendment

3. The Commission shall publish an annual report on emissions **and other climate-relevant information** from maritime transport.

3. The Commission shall publish an annual report on **CO₂** emissions from maritime transport.

Or. en

Amendment 241
Georgios Koumoutsakos

Proposal for a regulation
Article 22 – paragraph 3

Text proposed by the Commission

Amendment

3. Where an international agreement on global measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission shall review this Regulation and **may, if appropriate, propose amendments to this Regulation.**

3. Where an international agreement on global measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission shall review this Regulation and **ensure alignment with the relevant international regulations set by the IMO.**

Amendment 242

Kriton Arsenis, Andrea Zanoni, Judith A. Merkies, Corinne Lepage

Proposal for a regulation

Article 22 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Where no international agreement on global measures to reduce greenhouse gas emissions from maritime transport is reached after three years from the first publication of information set out in Article 21, the Commission shall propose the implementation of a pricing system of international maritime emissions.

Or. en

Amendment 243

Christofer Fjellner

Proposal for a regulation

Article 23

Text proposed by the Commission

Amendment

The power to adopt delegated acts in order to supplement and amend the provisions of Annexes I and II to take into account up-to-date scientific evidence available, as well as the relevant data available on board of ships and the relevant international rules and internationally accepted standards, to identify the most accurate and efficient methods for monitoring of emissions, and to improve the accuracy of the information requested related to the monitoring and reporting of emissions is conferred on the Commission subject to the conditions laid down under Article 24 to the extent it concerns non-essential elements of this

The power to adopt delegated acts in order to supplement and amend the provisions of Annexes I and II to take into account up-to-date scientific evidence available, as well as the relevant data available on board of ships and the relevant international rules and internationally accepted standards, to identify the most accurate and efficient methods for monitoring of **CO₂** emissions, and to improve the accuracy of the information requested related to the monitoring and reporting of **CO₂** emissions is conferred on the Commission subject to the conditions laid down under Article 24 to the extent it concerns non-essential

Regulation.

elements of this Regulation.

Or. en

Amendment 244
Georgios Koumoutsakos

Proposal for a regulation
Article 23

Text proposed by the Commission

The power to adopt delegated acts in order to supplement and amend the provisions of Annexes I and II ***to take into account up-to-date scientific evidence available, as well as the relevant data available on board of ships and the relevant international rules and internationally accepted standards,*** to identify the most accurate and efficient methods for monitoring of emissions, and ***to*** improve the accuracy of the information requested related to the monitoring and reporting of emissions is conferred on the Commission subject to the conditions laid down under Article 24 to the extent it concerns non-essential elements of this Regulation.

Amendment

The power to adopt delegated acts in order to supplement and amend the provisions of Annexes I and II ***shall be granted to align the Annexes with the relevant international regulations as agreed by the IMO, with the aim of ensuring conformity with international regulations in an effort*** to identify the most accurate and efficient methods for monitoring of emissions, and improve the accuracy of the information requested related to the monitoring and reporting of emissions. ***This power*** is conferred on the Commission subject to the conditions laid down under Article 24 to the extent it concerns non-essential elements of this Regulation.

Or. en

Amendment 245
Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation
Article 24 – paragraph 1

Text proposed by the Commission

1. The power to adopt delegated acts referred to in Articles 15, 16 and 23 shall be conferred on the Commission for a period of five years from ***1 July 2015***.

Amendment

1. The power to adopt delegated acts referred to in Articles 15, 16 and 23 shall be conferred on the Commission for a period of five years from ***1 July 2014***.

Amendment 246
Vilja Savisaar-Toomast

Proposal for a regulation
Article 26 – point 2
Regulation (EU) No 525/2013
Article 21 a – paragraph 1

Text proposed by the Commission

1. Member States shall report to the Commission by 15 January each year ("year X") for the year X-2, the CO₂ emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX.

Amendment

1. Member States shall report to the Commission by 15 January each year ("year X") for the year X-2, the CO₂, **SO_x** and **NO_x** emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX.

Amendment 247
Vilja Savisaar-Toomast

Proposal for a regulation
Article 26 – point 2
Regulation (EU) No 525/2013
Article 21 a – paragraph 2

Text proposed by the Commission

2. The Commission shall be empowered to adopt delegated acts in accordance with [Article 25 of this Regulation] to specify the requirements for the monitoring and reporting of CO₂ emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX and taking into account, where applicable, relevant decisions adopted by the bodies of the UNFCCC and the Kyoto Protocol or agreements deriving from them or succeeding them or decisions adopted in the context of the International Maritime

Amendment

2. The Commission shall be empowered to adopt delegated acts in accordance with [Article 25 of this Regulation] to specify the requirements for the monitoring and reporting of CO₂, **SO_x** and **NO_x** emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX and taking into account, where applicable, relevant decisions adopted by the bodies of the UNFCCC and the Kyoto Protocol or agreements deriving from them or succeeding them or decisions adopted in the context of the International

Organisation.

Maritime Organisation.

Or. en

Amendment 248

Vilja Savisaar-Toomast

Proposal for a regulation

Article 26 – point 2

Regulation (EU) No 525/2013

Article 21 a – paragraph 3

Text proposed by the Commission

3. The Commission shall adopt implementing acts to set out the structure, format and process for the Member states' submission of CO₂ emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX. These implementing acts shall be adopted in accordance with the examination procedure referred to in [Article 26(2)].“

Amendment

3. The Commission shall adopt implementing acts to set out the structure, format and process for the Member states' submission of CO₂, **SO_x and NO_x**, emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX. These implementing acts shall be adopted in accordance with the examination procedure referred to in [Article 26(2)].“

Or. en

Amendment 249

Spyros Danellis

Proposal for a regulation

Article 26 a (new)

Text proposed by the Commission

Amendment

Article 26a

Exemption

The provisions of this Regulation shall not apply to ships between 400 and 5000 gross tons.

Or. en

Justification

Ships between 400 and 5000 gross tons only produce 10% of carbon dioxide emissions, but may need to put in disproportionate efforts in order to comply when compared with larger ships. They rightly belong in the Scope of the Regulation, however in line with the Commission proposal, they should be exempted for the time being.

Amendment 250

Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation

Article 27

Text proposed by the Commission

Amendment

This Regulation shall enter into force on **1 July 2015**.

This Regulation shall enter into force on **1 July 2014**.

Or. en

Amendment 251

Christofer Fjellner

Proposal for a regulation

Annex I – Title

Text proposed by the Commission

Amendment

Methods for monitoring and reporting **greenhouse gas emissions and other climate relevant information**

Methods for monitoring and reporting **CO₂** emissions

Or. en

Amendment 252

Nils Torvalds

Proposal for a regulation

Annex I – Title

Text proposed by the Commission

Amendment

Methods for monitoring and reporting

Methods for monitoring and reporting

greenhouse gas emissions *and other climate relevant information*

greenhouse gas emissions

Or. en

Amendment 253

Kriton Arsenis, Andrea Zanoni, Corinne Lepage

Proposal for a regulation

Annex I – part A – paragraph 7

Text proposed by the Commission

Appropriate emission factors shall be *applied* in respect of biofuels and alternative non-fossil fuel fuels.

Amendment

Appropriate emission factors *from Annex V of the Directive 2009/28/EC and Annex IV of the Directive 98/70/EC* shall be *used in respect of biofuels and alternative non-fossil fuel fuels. To the extent appropriate emission factors* in respect of biofuels and alternative non-fossil fuel fuels *are not available in the relevant Union legislation, default values for emission factors of fuels shall be used.*

Or. en

Amendment 254

Nils Torvalds

Proposal for a regulation

Annex I – part B – paragraph 3 – point a

Text proposed by the Commission

(a) Bunker Fuel Delivery Note (BDN) and periodic stocktakes of fuel tanks;

Amendment

(a) Bunker Fuel Delivery Note (BDN) and periodic stocktakes of fuel tanks *and bunker fuel tank monitoring on board;*

Or. en

Justification

Methods (a) and (b) are considered to be mainly the same and therefore suggested to be

merged.

Amendment 255

Spyros Danellis

Proposal for a regulation

Annex I – part B – paragraph 3 – point a

Text proposed by the Commission

Amendment

(a) Bunker Fuel Delivery Note (BDN) and periodic stocktakes of fuel tanks;

(a) Bunker Fuel Delivery Note (BDN) and periodic stocktakes of fuel tanks ***until 1 July 2017***;

Or. en

Justification

Monitoring through BDN is more inaccurate than other means and is the only one that cannot be automated. As a result, it allows more scope for human error and fraud, and is costly and time-consuming for authorities to verify. To serve as a template for an effective global system, the EU's MRV needs to be reliable and accurate, and therefore should make use only of automated systems. Some older ships however may need to be given some additional time to install automated systems.

Amendment 256

Nils Torvalds

Proposal for a regulation

Annex I – part B – paragraph 3 – point b

Text proposed by the Commission

Amendment

(b) Bunker fuel tank monitoring on board;

deleted

Or. en

Justification

Methods (a) and (b) are considered to be mainly the same and therefore suggested to be merged.

Amendment 257
Nils Torvalds

Proposal for a regulation
Annex I – part B – paragraph 3 – point d a (new)

Text proposed by the Commission

Amendment

(da) Modelling with ship movement information (AIS) and ship specific data

Or. en

Amendment 258
Satu Hassi

Proposal for a regulation
Annex I – part B – paragraph 3 a (new)

Text proposed by the Commission

Amendment

For ships above 5000 GT methods (c) and (d) are applicable until 31 December 2019 and direct emissions measurement is required from 1 January 2020.

Or. en

Amendment 259
Nils Torvalds

Proposal for a regulation
Annex I – part B – point 1 – paragraph 1

Text proposed by the Commission

Amendment

This method is based on the quantity and type of fuel as defined on the BDN combined with periodic stock-takes of fuel tanks based on tank readings. The fuel at the beginning of the period, plus deliveries, minus fuel available at the end of the

This method is based on the quantity and type of fuel as defined on the BDN (***where available***), combined with periodic stock-takes of fuel tanks based on tank readings. The fuel at the beginning of the period, plus deliveries, minus fuel available at the

period and de-bunkered fuel between the beginning of the period and the end of the period together constitute the fuel consumed over the period.

end of the period and de-bunkered fuel between the beginning of the period and the end of the period together constitute the fuel consumed over the period.

Or. en

Amendment 260
Nils Torvalds

Proposal for a regulation
Annex I – part B – point 1 – paragraph 2

Text proposed by the Commission

The period includes time between two port calls or time within a port. For the fuel used during a period, the fuel type **and the sulphur content need** to be specified.

Amendment

The fuel at the beginning of the reporting period, plus deliveries, minus fuel available at the end of the reporting period and de-bunkered fuel between the beginning of the reporting period and the end of the reporting period together constitute the fuel consumed over the reporting period. In addition, bunker fuel tank readings for all tanks on-board shall occur at the start and end of each voyage in order to establish the fuel consumed per-voyage.

The period includes time between two port calls or time within a port. For the fuel used during a period, the fuel type **needs** to be specified.

Or. en

Amendment 261
Nils Torvalds

Proposal for a regulation
Annex I – part B – point 1 – paragraph 3

Text proposed by the Commission

This approach shall not be used when BDN are not available on board of ships,

Amendment

Where BDN's are not available on board of ships, especially when cargo is used as a

especially when cargo is used as a fuel, for example, liquefied natural gas (LNG) boil-off.

fuel, for example, liquefied natural gas (LNG) boil-off, *the stock takes of fuel tanks and bunker fuel tank readings shall be used only.*

Or. en

Amendment 262
Spyros Danellis

Proposal for a regulation
Annex I – part B – point 1 – paragraph 5 – point a a (new)

Text proposed by the Commission

Amendment

(aa) the density measured in a test analysis conducted in an accredited fuel test laboratory, where available;

Or. en

Justification

The actual fuel density determined in a fuel test laboratory, in the cases that the Company is in possession of it, is more accurate than the standard density for the type of fuel used and therefore should be included as an option.

Amendment 263
Nils Torvalds

Proposal for a regulation
Annex I – part B – point 1 – paragraph 5 – point a a (new)

Text proposed by the Commission

Amendment

(aa) Use of standard density values from tables in Annex III

Or. en

Amendment 264
Nils Torvalds

Proposal for a regulation
Annex I – part B – point 2

Text proposed by the Commission

Amendment

**2. Method B: Bunker fuel tank
monitoring on-board**

deleted

This method is based on fuel tank readings for all fuel tanks on-board. The tank readings shall occur daily when the ship is at sea and each time the ship is bunkering or de-bunkering.

The cumulative variations of the fuel tank level between two readings constitute the fuel consumed over the period.

The period means time between two port calls or time within a port. For the fuel used during a period, the fuel type and the sulphur content need to be specified.

Fuel tank readings shall be carried out by appropriate methods such as automated systems, soundings and dip tapes. The method for tank sounding and uncertainty associated shall be specified in the monitoring plan referred to in Article 6.

Where the amount of fuel uplift or the amount of fuel remaining in the tanks is determined in units of volume, expressed in litres, the company shall convert that amount from volume to mass by using actual density values. The company shall determine the actual density by using one of the following:

- (a) on-board measurement systems;*
- (b) the density measured by the fuel supplier at fuel uplift and recorded on the fuel invoice or delivery note.*

The actual density shall be expressed in kg/litre and determined for the applicable temperature for a specific measurement. In cases for which actual density values

are not available, a standard density factor for the relevant fuel type shall be applied upon approval by the verifier.

Or. en

Justification

Methods A and B are considered to be mainly the same and therefore suggested to be merged.

Amendment 265
Spyros Danellis

Proposal for a regulation
Annex I – part B – point 2 – paragraph 5 – point b a (new)

Text proposed by the Commission

Amendment

(ba) the density measured in a test analysis conducted in an accredited fuel test laboratory, where available;

Or. en

Justification

The actual fuel density determined in a fuel test laboratory, in the cases that the Company is in possession of it, is more accurate than the standard density for the type of fuel used and therefore should be included as an option.

Amendment 266
Nils Torvalds

Proposal for a regulation
Annex I – part B – point 3 – paragraph 2

Text proposed by the Commission

Amendment

The period means time between two port calls or time within a port. For the fuel used during a period, the fuel type and the sulphur content need to be monitored.

Fuel flow measurements shall occur at the start and end of a reporting period and at the start and end of each voyage in order to establish the fuel consumed per-

voyage.

Or. en

Amendment 267

Nils Torvalds

Proposal for a regulation

Annex I – part B – point 3 – paragraph 4 – point b a (new)

Text proposed by the Commission

Amendment

(ba) Use of standard density values from tables in Annex III

Or. en

Amendment 268

Vilja Savisaar-Toomast

Proposal for a regulation

Annex I – part B – point 4 – paragraph 1

Text proposed by the Commission

Amendment

The direct emissions measurements may be used for voyages within the scope of this regulation and for emissions occurring in ports located in a Member State's jurisdiction. CO₂ emitted shall include CO₂ emitted by main engines, auxiliary engines, boilers and inert gas generators. ***For ships on which reporting is based on this method, the fuel consumption shall be calculated using the measured CO₂ emissions and the applicable emission factor of the relevant fuels.***

The direct emissions measurements may be used for voyages within the scope of this regulation and for emissions occurring in ports located in a Member State's jurisdiction. CO₂, ***SO_x and NO_x*** emitted shall include CO₂, ***SO_x and NO_x*** emitted by main engines, auxiliary engines, boilers and inert gas generators.

Or. en

Amendment 269

Nils Torvalds

Proposal for a regulation
Annex I – part B – point 4 – paragraph 1

Text proposed by the Commission

The direct emissions measurements may be used for voyages within the scope of this regulation and for emissions occurring in ports located in a Member State's jurisdiction. CO₂ emitted shall include CO₂ emitted by main engines, auxiliary engines, boilers and inert gas generators. ***For ships on which reporting is based on this method, the fuel consumption shall be calculated using the measured CO₂ emissions and the applicable emission factor of the relevant fuels.***

Amendment

The direct emissions measurements may be used for voyages within the scope of this regulation and for emissions occurring in ports located in a Member State's jurisdiction. CO₂ emitted shall include CO₂ emitted by main engines, auxiliary engines, boilers and inert gas generators.

Or. en

Amendment 270
Satu Hassi

Proposal for a regulation
Annex I – part B – point 4 – paragraph 1

Text proposed by the Commission

The direct emissions measurements may be used for voyages within the scope of this regulation and for emissions occurring in ports located in a Member State's jurisdiction. CO₂ emitted shall include CO₂ emitted by main engines, auxiliary engines, boilers and inert gas generators. ***For ships on which reporting is based on this method, the fuel consumption shall be calculated using the measured CO₂ emissions and the applicable emission factor of the relevant fuels.***

Amendment

The direct emissions measurements may be used for voyages within the scope of this regulation and for emissions occurring in ports located in a Member State's jurisdiction. CO₂ emitted shall include CO₂ emitted by main engines, auxiliary engines, boilers and inert gas generators.

Or. en

Justification

Ships using continuous monitoring get accurate information on their emissions and should not have to convert this back into fuel use.

Amendment 271
Vilja Savisaar-Toomast

Proposal for a regulation
Annex I – part B – point 4 – paragraph 2

Text proposed by the Commission

This method is based on the determination of CO₂ emission flows in exhaust gas stacks (funnels) by multiplying the CO₂ concentration of the exhaust gas with the exhaust gas flow.

Amendment

This method is based on the determination of CO₂, **SO_x** and **NO_x** emission flows in exhaust gas stacks (funnels) by multiplying the CO₂ concentration of the exhaust gas with the exhaust gas flow.

Or. en

Amendment 272
Nils Torvalds

Proposal for a regulation
Annex I – part B –point 4 a (new)

Text proposed by the Commission

Amendment

4a. Method Da: Modelling with ship movement information (AIS) and ship specific data.

The agency in charge of the modelling system makes a written agreement with the ship-owner of the ship in question. At the end of the monitoring period, the calculated CO₂ emissions are compared to ship oil record book and BDN's in order to find and correct any discrepancies.

Or. en

Amendment 273
Christofer Fjellner

Proposal for a regulation
Annex II

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Justification

The MRV system should, at this initial stage, cover only CO₂ emissions. The system could be increased with other climate relevant information at a later stage. There is a risk that EU requirements of reporting efficiency at this stage could hamper the development in the IMO.

Amendment 274
Nils Torvalds

Proposal for a regulation
Annex II

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 275
Vilja Savisaar-Toomast

Proposal for a regulation
Annex II – part B – paragraph 3

Text proposed by the Commission

Amendment

Average energy efficiency shall be monitored by using at least **four** indicators, fuel consumption per distance, the **fuel consumption per transport work**, the CO₂ emissions per distance **and the CO₂ emissions per transport work**, which shall

Average energy efficiency shall be monitored by using at least **two** indicators, fuel consumption per distance, the CO₂, **SO_x and NO_x** emissions per distance, which shall be calculated as follows:

be calculated as follows:

Or. en

Amendment 276

Vilja Savisaar-Toomast

Proposal for a regulation

Annex II – part B – paragraph 5

Text proposed by the Commission

Amendment

***Fuel consumption per transport work =
total annual fuel consumption / total
transport work***

deleted

Or. en

Amendment 277

Vilja Savisaar-Toomast

Proposal for a regulation

Annex II – part B – paragraph 6

Text proposed by the Commission

Amendment

**CO₂ emissions per distance = total annual
CO₂ emissions / total distance travelled**

**CO₂, *SO_x* and *NO_x* emissions per distance
= total annual CO₂, *SO_x* and *NO_x*
emissions / total distance travelled**

Or. en

Amendment 278

Vilja Savisaar-Toomast

Proposal for a regulation

Annex II – part B – paragraph 7

Text proposed by the Commission

Amendment

**CO₂ emissions per transport work = total
annual CO₂ emissions / total transport**

deleted

work

Or. en