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Committee on Transport and Tourism

2013/0344(COD)

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AMENDMENTS

10 - 72

Draft opinion
Mathieu Grosch
(PE524.529v01-00)

on the proposal for a directive of the European Parliament and of the Council amending Directive 2003/87/EC establishing a scheme for greenhouse gas emission allowance trading within the Community, in view of the implementation by 2020 of an international agreement applying a single global market-based measure to international aviation emissions

Proposal for a directive
(COM(2013)0722 – C7-0374/2013 – 2013/0344(COD))

AM_Com_LegOpinion

Amendment 10
Jacqueline Foster

Proposal for a directive
Recital 1

Text proposed by the Commission

(1) The Union is endeavouring to secure a future international agreement to control greenhouse gas impacts from aviation **and, in the meantime, is limiting climate change impacts from aviation activities to and from aerodromes in the Union by autonomous action. In order to ensure that these objectives are mutually supportive and not in conflict, it is** appropriate to take account of developments at and positions taken in international fora and in particular to take account of the Resolution containing the ‘Consolidated statement of continuing ICAO policies and practices related to environmental protection’ adopted at the 38th session of the Assembly of the International civil Aviation Organisation (ICAO).

Amendment

(1) The Union is endeavouring to secure a future international agreement to control greenhouse gas impacts from aviation. **It is** appropriate to take account of developments at and positions taken in international fora and in particular to take account of the Resolution containing the ‘Consolidated statement of continuing ICAO policies and practices related to environmental protection’ adopted at the 38th session of the Assembly of the International *Civil* Aviation Organisation (ICAO). **Accordingly, the European Union should avoid any unilateralist actions which would damage trade relations and obstruct the ICAO negotiations.**

Or. en

Justification

Any measures taken should abide by the principle of the ICAO resolution in order to protect European companies from trade embargos from third countries. An anti-competitive stance has arisen due to the application of the Directive which currently applies to flights intra EU causing a negative impact on EU registered carriers and regional airports

Amendment 11
Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive
Recital 1

Text proposed by the Commission

(1) Whereas: The Union is endeavouring to secure a future international agreement to control greenhouse gas impacts from aviation *and*, in the meantime, ***is limiting climate change impacts from aviation activities to and from aerodromes in the Union by autonomous action. In order to ensure that these objectives are mutually supportive and not in conflict***, it is appropriate to take account of developments at and positions taken in international fora and in particular to take account of the Resolution containing the "Consolidated statement of continuing ICAO policies and practices related to environmental protection" adopted at the 38th session of the Assembly of the International civil Aviation Organisation (ICAO).

Amendment

(1) Whereas: The Union is endeavouring to secure a future international agreement to control greenhouse gas impacts from aviation, in the meantime it is appropriate to take account of developments at and positions taken in international fora and in particular to take account of the Resolution containing the "Consolidated statement of continuing ICAO policies and practices related to environmental protection" adopted at the 38th session of the Assembly of the International civil Aviation Organisation (ICAO).

Or. de

Amendment 12
Eva Lichtenberger, Michael Cramer

Proposal for a directive
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Climate change, i.e. caused by different greenhouse gas emissions (GHG) from aviation, is of a global nature: it does not take into account whatever short term pretended reasons for delaying climate protection measures. The longer it takes to introduce efficient climate protection initiatives for the aviation sector, the larger economic damage will be for the international society and mainly for those countries at the equatorial area of our globe.

Amendment 13
Jacqueline Foster

Proposal for a directive
Recital 2

Text proposed by the Commission

Amendment

(2) Consequently it is desirable to temporarily consider the requirements set out in Directive 2003/87/EC of the European Parliament and of the Council⁴ as satisfied, when obligations are met in respect of a certain percentage of the emissions from flights to and from aerodromes in third countries. In doing so, the Union emphasises that requirements can be applied in respect of certain percentages of emissions from flights to and from aerodromes in countries of the European Economic Area (EEA), in the same manner as legal requirements can be placed on more of the emissions from flights to and from such aerodromes.

deleted

⁴ *Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC (OJ L 275, 25.10.2003, p. 32)*

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 14

Christine De Veyrac, Françoise Grossetête, Dominique Vlasto

Proposal for a directive

Recital 2

Text proposed by the Commission

(2) Consequently it is desirable to temporarily consider the requirements set out in Directive 2003/87/EC of the European Parliament and of the Council⁴ as satisfied, when obligations are met in respect of a certain percentage of the emissions from flights to and from aerodromes in third countries. In doing so, the Union emphasises that requirements can be applied in respect of certain percentages of emissions from flights to and from aerodromes in countries of the European Economic Area (EEA), in the same manner as legal requirements can be placed on more of the emissions from flights to and from such aerodromes.

Amendment

(2) The adoption of Decision 377/2013/EU enabled real progress to be made within the International Civil Aviation Organization (ICAO) towards concluding a global agreement at its next meeting. In order to pave the way for such an agreement, safeguard the competitiveness of the European aviation sector and avoid retaliatory trade measures, the scope of the Directive must be restricted to flights to and from aerodromes in countries of the European Economic Area (EEA).

⁴ Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC (OJ L 275, 25.10.2003, p. 32)

Or. fr

Justification

Non-EEA flights should be included in the Emissions Trading Scheme only by mutual agreement. It would be irresponsible for the EU to renege unilaterally on the commitments it undertook at the last ICAO meeting in October 2013. This would jeopardise the conclusion of an agreement at global level and would lay the European aviation sector open to retaliatory trade measures.

Amendment 15
Eva Lichtenberger, Michael Cramer

Proposal for a directive
Recital 2

Text proposed by the Commission

(2) Consequently it is desirable to temporarily consider the requirements set out in Directive 2003/87/EC of the European Parliament and of the Council⁴ as satisfied, when obligations are met in respect of a certain percentage of the emissions from flights to and from aerodromes in third countries. In doing so, the Union emphasises that requirements can be applied in respect of certain percentages of emissions from flights to and from aerodromes in countries of the European Economic Area (EEA), in the same manner as legal requirements can be placed on more of the emissions from flights to and from such aerodromes.

⁴ Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC (OJ L 275, 25.10.2003, p. 32)

Amendment

(2) Consequently it is desirable to temporarily consider the requirements set out in Directive 2003/87/EC of the European Parliament and of the Council⁴ as satisfied, when obligations are met in respect of a certain percentage of the emissions from flights to and from aerodromes in third countries. In doing so, the Union emphasises that requirements can be applied in respect of certain percentages of emissions from flights to and from aerodromes in countries of the European Economic Area (EEA), in the same manner as legal requirements can be placed on more of the emissions from flights to and from such aerodromes. ***The ‘stop the clock’ provisions introduced by Decision 2013/377/EU should be limited until 31 December 2014 at the latest.***

⁴ Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC (OJ L 275, 25.10.2003, p. 32)

Or. en

Amendment 16
Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive
Recital 2

Text proposed by the Commission

(2) Consequently it is desirable *to* temporarily *consider* the requirements set out in Directive 2003/87/EC of the European Parliament and of the Council⁴ ***as satisfied, when obligations are met in respect of*** a certain percentage of the emissions from flights to and from aerodromes in third countries. In doing so, the Union emphasises that ***requirements can be applied in respect of certain percentages of emissions from flights to and from aerodromes in countries of the European Economic Area (EEA), in the same manner as legal requirements can be placed on more of the emissions from flights to and from such aerodromes.***

⁴ Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC (OJ L 275, 25.10.2003, p. 32)

Amendment

(2) Consequently it is desirable temporarily – ***at least until the next ICAO general assembly in autumn 2016 – to suspend*** the requirements set out in Directive 2003/87/EC of the European Parliament and of the Council⁴, ***since the targets will not be reached if the scope is reduced to*** a certain percentage of the emissions from flights to and from aerodromes in third countries. In doing so, the Union emphasises that ***a regional system would result in irrevocable distortions of competition and prevent the establishment of a global system.***

⁴ Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC (OJ L 275, 25.10.2003, p. 32)

Or. de

Amendment 17

Christine De Veyrac, Françoise Grossetête, Dominique Vlasto

Proposal for a directive

Recital 3

Text proposed by the Commission

(3) While the application of Directive 2003/87/EC continues to be based on arrival at or departure from aerodromes in the Union, in order to be a simple and workable means to limit the application of regional market-based measures for the 7 years until a global market-based measure

Amendment

deleted

begins operation, the percentages have been calculated by Eurocontrol on the basis of the proportion of the Great Circle Distance between the main airports in the EEA and in third countries that is not more than 12 miles beyond the furthest point of EEA coastline. Since the Union does not consider that a global market-based measure should be based on actual airspace considerations, as compared to the arrival or departure from aerodromes, the relevance of the percentages is limited to the period up to 2020.

Or. fr

Justification

Deletion made necessary by the restriction of the scope of this directive.

Amendment 18
Jacqueline Foster

Proposal for a directive
Recital 3

Text proposed by the Commission

Amendment

(3) While the application of Directive 2003/87/EC continues to be based on arrival at or departure from aerodromes in the Union, in order to be a simple and workable means to limit the application of regional market-based measures for the 7 years until a global market-based measure begins operation, the percentages have been calculated by Eurocontrol on the basis of the proportion of the Great Circle Distance between the main airports in the EEA and in third countries that is not more than 12 miles beyond the furthest point of EEA coastline. Since the Union does not consider that a global market-based measure should be based on actual airspace considerations, as compared to

deleted

the arrival or departure from aerodromes, the relevance of the percentages is limited to the period up to 2020.

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 19

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Recital 3

Text proposed by the Commission

Amendment

(3) While the application of Directive 2003/87/EC continues to be based on arrival at or departure from aerodromes in the Union, in order to be a simple and workable means to limit the application of regional market-based measures for the 7 years until a global market-based measure begins operation, the percentages have been calculated by Eurocontrol on the basis of the proportion of the Great Circle Distance between the main airports in the EEA and in third countries that is not more than 12 miles beyond the furthest point of EEA coastline. Since the Union does not consider that a global market-based measure should be based on actual airspace considerations, as compared to the arrival or departure from aerodromes, the relevance of the percentages is limited to the period up to 2020.

deleted

Or. de

Amendment 20
Spyros Danellis, Bogusław Liberadzki

Proposal for a directive
Recital 3

Text proposed by the Commission

(3) While the application of Directive 2003/87/EC continues to be based on arrival at or departure from aerodromes in the Union, in order to be a simple and workable means to limit the application of regional market-based measures for the 7 years until a global market-based measure begins operation, the percentages have been calculated by Eurocontrol on the basis of the proportion of the Great Circle Distance between the main airports in the EEA and in third countries that is not more than 12 miles beyond the furthest point of EEA coastline. Since the Union does not consider that a global market-based measure should be based on actual airspace considerations, as compared to the arrival or departure from aerodromes, the relevance of the percentages is limited to the period up to 2020.

Amendment

(3) While the application of Directive 2003/87/EC continues to be based on arrival at or departure from aerodromes in the Union, in order to be a simple and workable means to limit the application of regional market-based measures for the 7 years until a global market-based measure begins operation, the percentages have been calculated by Eurocontrol on the basis of the proportion of the Great Circle Distance between the main airports in the EEA and in third countries that is not more than 12 miles beyond the furthest point of EEA coastline. Since the Union does not consider that a global market-based measure should be based on actual airspace considerations, as compared to the arrival or departure from aerodromes, the relevance of the percentages is limited to the period up to 2020. ***If a global market-based measure is not agreed at ICAO's 39th Assembly, then from 1 January 2017 until the end of 2020 the percentage of emissions that will require the surrender of allowances will be 50% of each departing and arriving flight, to improve coverage and environmental integrity.***

Or. en

Justification

The hybrid solution of the 'airspace' model should only be applied until a binding agreement comes into force at global level. Once that is done, the EU can adjust its provisions accordingly. If such a deal fails to be concluded at ICAO's 2016 assembly, then a system with better coverage and environmental integrity (50-50) - which however still addresses the sovereignty issues expressed - should come into effect.

Amendment 21
Ismail Ertug

Proposal for a directive
Recital 3

Text proposed by the Commission

(3) While the application of Directive 2003/87/EC continues to be based on arrival at or departure from aerodromes in the Union, in order to be a simple and workable means to limit the application of regional market-based measures for the 7 years until a global market-based measure begins operation, the percentages have been calculated by Eurocontrol on the basis of the proportion of the Great Circle Distance between the main airports in the EEA and in third countries that is not more than 12 miles beyond the furthest point of EEA coastline. Since the Union does not consider that a global market-based measure should be based on actual airspace considerations, as compared to the arrival or departure from aerodromes, the relevance of the percentages is limited to the period up to 2020.

Amendment

(3) While the application of Directive 2003/87/EC continues to be based on arrival at or departure from aerodromes in the Union, in order to be a simple and workable means to limit the application of regional market-based measures for the 7 years until a global market-based measure begins operation, the percentages have been calculated by Eurocontrol on the basis of the proportion of the Great Circle Distance between the main airports in the EEA and in third countries that is not more than 12 miles beyond the furthest point of EEA coastline. Since the Union does not consider that a global market-based measure should be based on actual airspace considerations, as compared to the arrival or departure from aerodromes, the relevance of the percentages is limited to the period up to 2020. ***If a global market-based measure is not agreed at ICAO's 39th Assembly, then from 1 January 2017 this derogation expires and the full ETS comes back into force.***

Or. en

Amendment 22
Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive
Recital 4

Text proposed by the Commission

(4) The ***derogations*** provided for in this directive take into account the results of bilateral and multilateral contacts with

Amendment

(4) The ***rules*** provided for in this directive take into account the results of bilateral and multilateral contacts with third countries,

third countries, which the Commission will continue to pursue on behalf of the Union.

which the Commission will continue to pursue on behalf of the Union.

Or. de

Amendment 23
Gesine Meissner

Proposal for a directive
Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) The EU should always include the issue of emissions trading for aviation when negotiating aviation agreements with third countries.

Or. de

Amendment 24
Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive
Recital 5

Text proposed by the Commission

Amendment

(5) In order to avoid distortions of competition, it is important that all flights on the same route are treated in the same way.

(5) In order to avoid distortions of competition, it is important that all flights on the same route are treated in the same way. ***This can only be guaranteed by means of stop the clock.***

Or. de

Amendment 25
Christine De Veyrac, Françoise Grossetête, Dominique Vlasto

Proposal for a directive
Recital 6

Text proposed by the Commission

Amendment

(6) In order to establish a percentage of verified emissions for flights to and from aerodromes in third countries, whole flight emissions have to be known. However, no account is being taken of emissions not covered by that percentage.

deleted

Or. fr

Justification

Deletion made necessary by the restriction of the scope of this directive.

Amendment 26

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Recital 6

Text proposed by the Commission

Amendment

(6) In order to establish a percentage of verified emissions for flights to and from aerodromes in third countries, whole flight emissions have to be known. However, no account is being taken of emissions not covered by that percentage.

(6) Distortions of competition result not only from competition with other international airlines but also within the intra-European market. Some airlines are placed at a clear disadvantage as a result of their geographical location in the heart of Europe as opposed to their competitors in outlying areas. In addition, airlines with a significantly more developed network in European airspace are at a disadvantage compared with carriers providing only long-haul flights.

Or. de

Amendment 27

Christine De Veyrac, Françoise Grossetête, Dominique Vlasto

Proposal for a directive
Recital 7

Text proposed by the Commission

Amendment

(7) In addition, in respect of flights to and from third countries, an aircraft operator should be able to choose not to report verified emissions from these flights but instead to rely upon a determination of estimated emissions taking place not beyond EEA Member countries from such flights that is as accurate as possible. *deleted*

Or. fr

Justification

Deletion made necessary by the restriction of the scope of this directive.

Amendment 28
Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive
Recital 7

Text proposed by the Commission

Amendment

(7) In addition, in respect of flights to and from third countries, an aircraft operator should be able to choose not to report verified emissions from these flights but instead to rely upon a determination of estimated emissions taking place not beyond EEA Member countries from such flights that is as accurate as possible. *deleted*

Or. de

Amendment 29
Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive
Recital 8

Text proposed by the Commission

Amendment

(8) As a simplification and to in order to lighten administrative tasks for the smallest aircraft operators, non-commercial aircraft operators emitting less than 1000 tonnes CO2 per annum should be considered as meeting the requirements of the Directive, and additional measures by Member States' competent authorities should be facilitated to simplify administration for small aircraft operators. *deleted*

Or. de

Amendment 30
Christine De Veyrac, Françoise Grossetête, Dominique Vlasto

Proposal for a directive
Recital 9

Text proposed by the Commission

Amendment

(9) The application of a percentage to verified emissions for flights to and from aerodromes in third countries, or the use of an alternative approach by operators, should relate to emissions from 2014 onwards to give time for operators to understand these approaches when planning their flight activities, *deleted*

Or. fr

Justification

Deletion made necessary by the restriction of the scope of this directive.

Amendment 31
Jacqueline Foster

Proposal for a directive
Recital 9

Text proposed by the Commission

Amendment

(9) The application of a percentage to verified emissions for flights to and from aerodromes in third countries, or the use of an alternative approach by operators, should relate to emissions from 2014 onwards to give time for operators to understand these approaches when planning their flight activities, ***deleted***

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 32
Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive
Recital 9

Text proposed by the Commission

Amendment

(9) The application of a percentage to verified emissions for flights to and from aerodromes in third countries, or the use of an alternative approach by operators, should relate to emissions from 2014 onwards to give time for operators to understand these approaches when planning their flight activities, ***deleted***

Or. de

Amendment 33

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Recital 10

Text proposed by the Commission

(10) Without prejudice to the global market-based measure applying from 2020, emissions from flights to and from countries which are developing countries and whose share of total revenue ton kilometres of international civil aviation activities is less than 1% should be exempted for the period 2014 to 2020. Countries considered to be developing for the purposes of this proposal are those which benefit at the time of adoption of this proposal from preferential access to the Union market in accordance with Regulation (EU) No 978/2012 of the European Parliament and of the Council, that is those which are not classified in 2013 by the World Bank as high-income or upper-middle income countries.]

Amendment

(10) Without prejudice to the global market-based measure applying from 2020, emissions from flights to and from countries which are developing countries and whose share of total revenue ton kilometres of international civil aviation activities is less than 1% should be exempted for the period 2014 to 2020. Countries considered to be developing for the purposes of this proposal are those which benefit at the time of adoption of this proposal from preferential access to the Union market in accordance with ***Annex IV of*** Regulation (EU) No 978/2012 of the European Parliament and of the Council, that is those which are not classified in 2013 by the World Bank as high-income or upper-middle income countries.

Or. de

Justification

Only Annex IV (beneficiary countries of the special arrangement for the least-developed countries referred to in point (c) of Article 1(2)) is relevant here and not Annex II, which is based on a definition which is too broad and is not appropriate here.

Amendment 34

Christine De Veyrac, Françoise Grossetête, Maurice Ponga, Dominique Vlasto, Nuno Teixeira, Luis de Grandes Pascual, Gabriel Mato Adrover

Proposal for a directive

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) Without prejudice to the application of the global market-based measure starting in 2020, flights to and from the outermost regions should be exempt for the period 2014-2020.

Or. fr

Justification

Since the outermost regions are landlocked areas, flying is essential in ensuring people's mobility. It is therefore necessary to ensure that the competitiveness of airlines serving such areas is not put at risk.

Amendment 35

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 1 – introductory phrase

Text proposed by the Commission

Amendment

1. By way of derogation from Article 12(2a) and Article 14(3), Member States shall consider the requirements set out in those paragraphs satisfied in respect of:

1. Implementation of the following articles shall be suspended for aviation for the period 2013-2016:

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 36

Markus Ferber

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) all emissions from flights to and from countries outside the European Economic Area in **2013**;

(a) all emissions from flights to and from countries outside the European Economic Area in **2016**;

Or. de

Amendment 37

Christine De Veyrac, Françoise Grossetête, Dominique Vlasto

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) all emissions from flights to and from countries outside the European Economic Area **in 2013**;

(a) all emissions from flights to and from countries outside the European Economic Area **until 2020**;

Or. fr

Justification

Non-EEA flights should be included in the Emissions Trading Scheme only by mutual agreement. It would be irresponsible for the EU to renege unilaterally on the commitments it undertook at the last ICAO meeting in October 2013. This would jeopardise the conclusion of an agreement at global level and would lay the European aviation sector open to retaliatory trade measures.

Amendment 38

Jacqueline Foster

Proposal for a directive

Article 1 – paragraph 1 – point 1

Directive 2003/87/EC
Article 28 a – paragraph 1 – point a

Text proposed by the Commission

(a) all emissions from flights to and from countries outside the European Economic Area in **2013**;

Amendment

(a) all emissions from flights ***within the European Economic Area and from flights*** to and from countries outside the European Economic Area in ***each calendar year from and including 2013 to and including 2020***;

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 39

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 1 – point a

Text proposed by the Commission

(a) all emissions from flights to and from countries outside the European Economic Area in 2013;

Amendment

(a) 3a to 3g, 11a, 12 – 16, 18a, 18b and 25a;

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and bolster the ICAO negotiations.

Amendment 40

Christine De Veyrac, Françoise Grossetête, Maurice Ponga, Dominique Vlasto, Nuno Teixeira, Luis de Grandes Pascual, Gabriel Mato Adrover

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 1 – point a b (new)

Text proposed by the Commission

Amendment

(ab) all emissions from flights to and from the outermost regions until 2020;

Or. fr

Justification

Since the outermost regions are landlocked areas, flying is essential in ensuring people's mobility. It is therefore necessary to ensure that the competitiveness of airlines serving such areas is not put at risk.

Amendment 41

Christine De Veyrac, Françoise Grossetête, Dominique Vlasto

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) emissions from flights to and from countries outside the European Economic Area (EEA) in each calendar year between 2014 and 2020 where the operator of such flights has surrendered allowances in respect of the percentages of their verified emissions from those flights listed in accordance with Annex IIc, or calculated in accordance with paragraph 6;

deleted

Or. fr

Justification

Non-EEA flights should be included in the Emissions Trading Scheme only by mutual agreement. It would be irresponsible for the EU to renege unilaterally on the commitments it undertook at the last ICAO meeting in October 2013. This would jeopardise the conclusion of an agreement at global level and would lay the European aviation sector open to retaliatory trade measures.

Amendment 42 **Jacqueline Foster**

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

Text proposed by the Commission

Amendment

(b) emissions from flights to and from countries outside the European Economic Area (EEA) in each calendar year between 2014 and 2020 where the operator of such flights has surrendered allowances in respect of the percentages of their verified emissions from those flights listed in accordance with Annex IIc, or calculated in accordance with paragraph 6;

deleted

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 43 **Markus Ferber**

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

Text proposed by the Commission

(b) emissions from flights to and from countries outside the European Economic Area (EEA) in each calendar year between **2014** and 2020 where the operator of such flights has surrendered allowances in respect of the percentages of their verified emissions from those flights listed in accordance with Annex IIc, or calculated in accordance with paragraph 6;

Amendment

(b) emissions from flights to and from countries outside the European Economic Area (EEA) in each calendar year between **2016** and 2020 where the operator of such flights has surrendered allowances in respect of the percentages of their verified emissions from those flights listed in accordance with Annex IIc, or calculated in accordance with paragraph 6;

Or. de

Justification

Flights to and from EEA countries should continue to be exempt from the scope of the directive until the ICAO draws up an international system to be implemented in 2020.

Amendment 44

Spyros Danellis, Bogusław Liberadzki, Ismail Ertug

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 – paragraph 1 – point b

Text proposed by the Commission

(b) emissions from flights to and from countries outside the European Economic Area (EEA) in each calendar year between 2014 and **2020** where the operator of such flights has surrendered allowances in respect of the percentages of their verified emissions from those flights listed in accordance with Annex IIc, or calculated in accordance with paragraph 6;

Amendment

(b) emissions from flights to and from countries outside the European Economic Area (EEA) in each calendar year between 2014 and **2016** where the operator of such flights has surrendered allowances in respect of the percentages of their verified emissions from those flights listed in accordance with Annex IIc, or calculated in accordance with paragraph 6;

Or. en

Justification

The hybrid solution of the ‘airspace’ model should only be applied until a binding agreement

comes into force at global level. Once that is done, the EU can adjust its provisions accordingly. If such a deal fails to be concluded at ICAO's 2016 assembly, then a system with better coverage and environmental integrity (50-50) - which however still addresses the sovereignty issues expressed - should come into effect.

Amendment 45

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) emissions from flights to and from countries outside the European Economic Area (EEA) in each calendar year between 2014 and 2020 where the operator of such flights has surrendered allowances in respect of the percentages of their verified emissions from those flights listed in accordance with Annex IIc, or calculated in accordance with paragraph 6;

(b) Annex I(6) and the aviation section;

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 46

Spyros Danellis, Bogusław Liberadzki

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28a – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) emissions from flights to and from countries outside the European Economic Area (EEA) in each calendar year between 2017 and 2020, where the operator of such flights has surrendered allowances in respect of 50% of their verified emissions from those flights, if the 39th ICAO Assembly fails to agree on a global market-based measure that applies to the majority of international aviation emissions and that is effective as of 2020;

Or. en

Justification

The hybrid solution of the ‘airspace’ model should only be applied until a binding agreement comes into force at global level. Once that is done, the EU can adjust its provisions accordingly. If such a deal fails to be concluded at ICAO’s 2016 assembly, then a system with better coverage and environmental integrity (50-50) - which however still addresses the sovereignty issues expressed - should come into effect.

Amendment 47

Spyros Danellis, Bogusław Liberadzki

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28a – paragraph 1 – b b (new)

Text proposed by the Commission

Amendment

(bb) emissions from flights to and from countries outside the European Economic Area (EEA) in each calendar year between 2017 and 2020, where the operator of such flights has surrendered allowances in compliance with point b of Paragraph 1, only if the 39th Assembly of ICAO has agreed a global market-based measure that applies to the majority of

international aviation emissions and that is effective as of 2020;

Or. en

Justification

The hybrid solution of the ‘airspace’ model should only be applied until a binding agreement comes into force at global level. Once that is done, the EU can adjust its provisions accordingly. If such a deal fails to be concluded at ICAO’s 2016 assembly, then a system with better coverage and environmental integrity (50-50) - which however still addresses the sovereignty issues expressed - should come into effect.

Amendment 48

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) emissions from flights operated by a non-commercial aircraft operator in each calendar year up to 2020 where the emissions for which that aircraft operator are responsible in the calendar year are less than 1000 tonnes;

(c) Annex IV, Part B;

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 49

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Article 1 – point 1

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EN

Directive 2003/87/EC
Article 28 a – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) the surrender of allowances corresponding to verified 2013 emissions from flights between countries in the EEA taking place by 30 April 2015 instead of 30 April 2014, and verified 2013 emissions for those flights being reported by 31 March 2015 instead of 31 March 2014.

(d) Annex V, Part B

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 50

Christine De Veyrac, Françoise Grossetête, Dominique Vlasto

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 1 – second subparagraph

Text proposed by the Commission

Amendment

The verified emissions referred to in paragraph 1(b) calculated in accordance with Annex IIc shall be considered to be the verified emissions of the aircraft operator for the purposes of Articles 11a, 12 and 14.

deleted

Or. fr

Justification

Deletion made necessary by the restriction of the scope of this directive and in accordance with the deletion of Article 28a(1)(b).

Amendment 51
Jacqueline Foster

Proposal for a directive
Article 1 – point 1
Directive 2003/87/EC
Article 28a – paragraph 1 – second subparagraph

Text proposed by the Commission

Amendment

The verified emissions referred to in paragraph 1(b) calculated in accordance with Annex IIc shall be considered to be the verified emissions of the aircraft operator for the purposes of Articles 11a, 12 and 14. ***deleted***

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 52
Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

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

Text proposed by the Commission

Amendment

By way of derogation from Article 3e(5) and Article 3f, an aircraft operator benefitting from the derogations provided for in paragraphs 1(a) to 1(c) shall be issued a number of free allowances reduced in proportion to reduction of the surrender obligation provided for in those paragraphs. ***deleted***

As regards activity in 2013 to 2020, Member States shall publish the number of free aviation allowances allocated to each operator by [OP: insert a date 4 months after the entry into force of this Directive].

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 53
Silvia-Adriana Țicău

Proposal for a directive
Article 1 – point 1
Directive 2003/87/EC
Article 28 a – paragraph 2 – second subparagraph

Text proposed by the Commission

As regards activity in 2013 to 2020, Member States shall publish the number of free aviation allowances allocated to each operator by [OP: insert a date 4 months after the entry into force of this Directive].

Amendment

As regards activity in 2013 to 2020, Member States shall publish the number of free aviation allowances allocated to each operator by [OP: insert a date 3 months after the entry into force of this Directive].

Or. ro

Amendment 54
Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive
Article 1 – point 1
Directive 2003/87/EC
Article 28 a – paragraph 3

Text proposed by the Commission

Amendment

3. By way of derogation from Article 3d, Member States shall auction a number of aviation allowances reduced in proportion to the reduction in the total number of allowances issued. *deleted*

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 55

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 4

Text proposed by the Commission

Amendment

4. By way of derogation from Article 3d(3), the number of allowances to be auctioned by each Member State in respect of the period from 2013 to 2020 shall be reduced to correspond with its share of attributed aviation emissions resulting from the application of Article 28(a) to (c). *deleted*

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 56
Jacqueline Foster

Proposal for a directive
Article 1 – point 1
Directive 2003/87/EC
Article 28 a – paragraph 4

Text proposed by the Commission

4. By way of derogation from Article 3d(3), the number of allowances to be auctioned by each Member State in respect of the period from 2013 to 2020 shall be reduced to correspond with its share of attributed aviation emissions resulting from the application of **Article 28**(a) to (c).

Amendment

4. By way of derogation from Article 3d(3), the number of allowances to be auctioned by each Member State in respect of the period from 2013 to 2020 shall be reduced to correspond with its share of attributed aviation emissions resulting from the application of **paragraphs 1(a) to (c) of this Article**.

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 57
Ismail Ertug

Proposal for a directive
Article 1 – point 1
Directive 2003/87/EC
Article 28 a – Paragraph 4

Text proposed by the Commission

4. By way of derogation from Article 3d(3), the number of allowances to be auctioned by each Member State in respect of the period from 2013 to **2020** shall be reduced to correspond with its share of attributed aviation emissions resulting from the application of Article 28(a) to (c).

Amendment

4. By way of derogation from Article 3d(3), the number of allowances to be auctioned by each Member State in respect of the period from 2013 to **2016** shall be reduced to correspond with its share of attributed aviation emissions resulting from the application of Article 28(a) to (c).

Amendment 58

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 5

Text proposed by the Commission

Amendment

5. By way of derogation from Articles 3g, 12, 15 and 18a, where an aircraft operator has total annual emissions lower than 25000 tonnes, its emissions shall be considered to be verified emissions if determined using a small emitters tool approved by the Commission and populated by Eurocontrol with data from its ETS support facility, and Member States may implement simplified procedures for non-commercial aircraft operators as long as there is no less accuracy than such a tool provides. *deleted*

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 59

Christine De Veyrac, Françoise Grossetête, Dominique Vlasto

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 6

Text proposed by the Commission

Amendment

6. By way of derogation from Article 12(2a) and Article 14(3), for flights to and from countries outside the EEA, an aircraft operator may choose not to report emission data using the percentages in Annex IIc, in order that such emissions shall be calculated by the competent authority. This calculation shall take into account figures from the small emitters tool approved by the Commission and populated by Eurocontrol with data from its ETS support facility. The competent authority shall report all such calculations to the Commission. Calculations of emissions made in these circumstances shall be considered to be the verified emissions of the aircraft operator for the purposes of Articles 11a, 12, 14 and 28a. *deleted*

Or. fr

Justification

Deletion made necessary by the restriction of the scope of this directive and in accordance with the deletion of Article 28a(1)(b).

Amendment 60
Jacqueline Foster

Proposal for a directive
Article 1 – point 1
Directive 2003/87/EC
Article 28 a – paragraph 6

Text proposed by the Commission

Amendment

6. By way of derogation from Article 12(2a) and Article 14(3), for flights to and from countries outside the EEA, an aircraft operator may choose not to report emission data using the percentages in Annex IIc, in order that such emissions *deleted*

shall be calculated by the competent authority. This calculation shall take into account figures from the small emitters tool approved by the Commission and populated by Eurocontrol with data from its ETS support facility. The competent authority shall report all such calculations to the Commission. Calculations of emissions made in these circumstances shall be considered to be the verified emissions of the aircraft operator for the purposes of Articles 11a, 12, 14 and 28a.

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 61

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 6

Text proposed by the Commission

Amendment

6. By way of derogation from Article 12(2a) and Article 14(3), for flights to and from countries outside the EEA, an aircraft operator may choose not to report emission data using the percentages in Annex IIc, in order that such emissions shall be calculated by the competent authority. This calculation shall take into account figures from the small emitters tool approved by the Commission and populated by Eurocontrol with data from its ETS support facility. The competent authority shall report all such

deleted

*calculations to the Commission.
Calculations of emissions made in these
circumstances shall be considered to be
the verified emissions of the aircraft
operator for the purposes of Articles 11a,
12, 14 and 28a.*

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 62
Silvia-Adriana Țicău

Proposal for a directive
Article 1 – point 1
Directive 2003/87/EC
Article 28 a – paragraph 6

Text proposed by the Commission

6. By way of derogation from Article 12(2a) and Article 14(3), for flights to and from countries outside the EEA, an aircraft operator may choose not to report emission data using the percentages in Annex IIc, in order that such emissions shall be calculated by the competent authority. This calculation shall take into account figures from the small emitters tool approved by the Commission and populated by Eurocontrol with data from its ETS support facility. The competent authority shall report all such calculations to the Commission. Calculations of emissions made in these circumstances shall be considered to be the verified emissions of the aircraft operator for the purposes of Articles 11a, 12, 14 and 28a.

Amendment

6. By way of derogation from Article 12(2a) and Article 14(3), for flights to and from countries outside the EEA, an aircraft operator may choose not to report emission data using the percentages in Annex IIc, in order that such emissions shall be calculated by the competent authority. This calculation shall take into account figures from the small emitters tool approved by the Commission and populated by Eurocontrol with data from its ETS support facility. The competent authority shall report all such calculations to the Commission. ***The operator shall be informed of and shall give their consent to the result of the calculations made by the competent authority, and the*** calculations of emissions made in these circumstances shall be considered to be the verified emissions of the aircraft operator for the

purposes of Articles 11a, 12, 14 and 28a.

Or. ro

Amendment 63
Inés Ayala Sender

Proposal for a directive
Article 1 – point 1
Directive 2003/87/EC
Article 28 a – paragraph 6

Text proposed by the Commission

6. By way of derogation from Article 12(2a) and Article 14(3), for flights to and from countries outside the EEA, an aircraft operator may choose not to report emission data using the percentages in Annex IIc, in order that such emissions shall be calculated by the competent authority. This calculation shall take into account figures from the small emitters tool approved by the Commission and populated by Eurocontrol with data from its ETS support facility. The competent authority shall report all such calculations to the Commission. Calculations of emissions made in these circumstances shall be considered to be the verified emissions of the aircraft operator for the purposes of Articles 11a, 12, 14 and 28a.

Amendment

6. By way of derogation from Article 12(2a) and Article 14(3), for flights to and from countries outside the EEA **and flights to and from an aerodrome located in one of the outermost regions referred to in the Treaty**, an aircraft operator may choose not to report emission data using the percentages in Annex IIc, in order that such emissions shall be calculated by the competent authority. This calculation shall take into account figures from the small emitters tool approved by the Commission and populated by Eurocontrol with data from its ETS support facility. The competent authority shall report all such calculations to the Commission. Calculations of emissions made in these circumstances shall be considered to be the verified emissions of the aircraft operator for the purposes of Articles 11a, 12, 14 and 28a.

Or. es

Justification

This amendment seeks to place flights to airports in the outermost regions on the same footing as flights to or from third countries. Under the Commission proposal, the calculation would be based on 100% of emissions over the distance, even though most of the flight is in international airspace. This would doubly penalise territories that depend on tourism and whose remote location means that they have no viable alternative to air transport.

Amendment 64

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 7

Text proposed by the Commission

Amendment

7. Following the 2016 ICAO Assembly, the Commission shall report to the European Parliament and the Council on the actions to implement the global market-based measure to apply to emissions from 2020, together with proposals as appropriate.

deleted

In the event that a global measure will not apply from 2020, that report shall consider the appropriate scope for coverage of emissions from activity to and from countries outside the EEA from 2020 onwards in the continued absence of such a global measure. In its report, the Commission shall also consider solutions to other issues that may arise in the application of paragraphs 1 to 4, while preserving equal treatment for all operators on the same route.

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 65

Jacqueline Foster

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 7 – first subparagraph

Text proposed by the Commission

7. Following the 2016 ICAO Assembly, the Commission shall report to the European Parliament and the Council on the actions to implement the global market-based measure to apply to emissions from 2020, together with proposals as appropriate.

Amendment

7. Following the 2016 ICAO Assembly, **in the event that a global market-based measure is agreed**, the Commission shall report to the European Parliament and the Council on the actions to implement the global market-based measure to apply to emissions from 2020, together with proposals as appropriate.

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 66
Jacqueline Foster

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 7 – second subparagraph

Text proposed by the Commission

In the event that a global measure will not apply from 2020, that report shall consider the appropriate scope for coverage of emissions from activity to and from countries outside the EEA from **2020** onwards ***in the continued absence of such a global measure***. In its report, the Commission shall also consider solutions to other issues that may arise in the application of paragraphs 1 to 4, while preserving equal treatment for all operators on the same route.

Amendment

That report shall consider, and if appropriate, make proposals on the appropriate scope for ***the*** coverage of emissions from activity ***within the EEA and from activity*** to and from countries outside the EEA from **2017** onwards. In its report, the Commission shall also consider solutions to other issues that may arise in the application of paragraphs 1 to 4, while preserving equal treatment for all operators on the same route.

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 67

Ismail Ertug

Proposal for a directive

Article 1 – point 1

Directive 2003/87/EC

Article 28 a – paragraph 7 – second subparagraph

Text proposed by the Commission

In the event that a global measure will not apply from 2020, that report shall consider the appropriate scope for coverage of emissions from activity to and from countries outside the EEA from **2020** onwards in the continued absence of such a global measure. In its report, the Commission shall also consider solutions to other issues that may arise in the application of paragraphs 1 to 4, while preserving equal treatment for all operators on the same route.

Amendment

In the event that a global measure will not apply from 2020, that report shall consider the appropriate scope for coverage of emissions from activity to and from countries outside the EEA from **2016** onwards in the continued absence of such a global measure. In its report, the Commission shall also consider solutions to other issues that may arise in the application of paragraphs 1 to 4, while preserving equal treatment for all operators on the same route.

Or. en

Amendment 68

Jacqueline Foster

Proposal for a directive

Article 1 – point 2

Text proposed by the Commission

(2) The Annexes are amended as set out in the Annex to this Directive.

Amendment

deleted

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach.

Amendment 69

Michael Gahler, Dieter-Lebrecht Koch, Markus Ferber

Proposal for a directive

Article 1 – point 2

Text proposed by the Commission

Amendment

(2) The Annexes are amended as set out in the Annex to this Directive. **deleted**

Or. de

Justification

Suspending emissions trading for aviation until an international solution enters into force in 2016 should prevent irreparable distortions of competition to the detriment of European airlines and should bolster the ICAO negotiations.

Amendment 70

Jacqueline Foster

Proposal for a directive

Article 1 – point 1 a (new)

Directive 2003/87/EC

Article 28 a a (new)

Text proposed by the Commission

Amendment

(1a) The following Article 28aa is inserted after Article 28a

Suspension of the application of Directive 2003/87/EC to aviation

In view of the lack of a thorough impact assessment on the proposed European regional airspace model, the failure to respect the Resolution agreed on 4th October 2013 at the ICAO Assembly,

which asked states wishing to implement market-based measures to obtain the mutual consent of third countries before applying any such measures, and of the expected damage to the EU's international trade should any measures be imposed on third countries, and the lack of a level-playing field for intra-EU flights, the application of Directive 2003/87/EC to aviation shall be suspended indefinitely.

Or. en

Justification

The application of Directive 2003/87/EC to aviation shall be suspended indefinitely. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach. An anti-competitive stance has arisen due to the application of the Directive which currently applies to flights intra EU causing a negative impact on EU registered carriers and regional airports.

Amendment 71
Jacqueline Foster

Proposal for a directive
Annex
Directive 2003/87/EC
Annex II c

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Justification

This directive should be suspended indefinitely to all flights ahead of a global MBM agreed by ICAO. In addition, there has been no Impact Assessment on the consequences of introducing an airspace based approach. This amendment therefore deletes the whole text of the annex.

Amendment 72
Ismail Ertug

Proposal for a directive
Annex 1 – paragraph 1
Directive 2003/87/EC
Annex II c – paragraph 6

Text proposed by the Commission

For the period 2014 to **2020**, and without prejudice to the global market-based measure applying from 2020, the percentage applicable to flights between EEA Member countries and countries which are developing countries and whose share of total revenue ton kilometres of international civil aviation activities is less than 1% shall be zero. Countries considered to be developing for the purposes of this proposal are those which benefit at the time of adoption of this proposal from preferential access to the Union market in accordance with Regulation (EU) No 978/2012 of the European Parliament and of the Council, that is those which are not classified in 2013 by the World Bank as high-income or upper-middle income countries.]

Amendment

For the period 2014 to **2016**, and without prejudice to the global market-based measure applying from 2020, the percentage applicable to flights between EEA Member countries and countries which are developing countries and whose share of total revenue ton kilometres of international civil aviation activities is less than 1% shall be zero. Countries considered to be developing for the purposes of this proposal are those which benefit at the time of adoption of this proposal from preferential access to the Union market in accordance with Regulation (EU) No 978/2012 of the European Parliament and of the Council, that is those which are not classified in 2013 by the World Bank as high-income or upper-middle income countries.]

Or. en