

8.9.2017

A8-0258/36

Amendment 36

Peter Liese

on behalf of the PPE Group

Report

A8-0258/2017

Julie Girling

EU Emissions Trading System (EU ETS): continuing current limitations of scope for aviation activities and preparing to implement a global market-based measure from 2021

COM(2017)0054 – C8-0028/2017 – 2017/0017(COD)

Proposal for a regulation

Article 1 – paragraph 1 – point -1 a (new)

Directive 2003/87/EC

Article 3d – paragraph 2

Present text

Amendment

2. From 1 January **2013**, **15 %** of allowances shall be auctioned. ***This percentage may be increased as part of the general review of this Directive.***

(-1a) In Article 3d, paragraph 2 is replaced by the following:

2. From 1 January **2021**, **50 %** of allowances shall be auctioned, ***provided that these are not needed to avoid the application of Article 10a (5) between 2021 and 2030, in which case they shall be used for this purpose.***

Or. en

8.9.2017

A8-0258/37

Amendment 37

Peter Liese

on behalf of the PPE Group

Report

A8-0258/2017

Julie Girling

EU Emissions Trading System (EU ETS): continuing current limitations of scope for aviation activities and preparing to implement a global market-based measure from 2021
COM(2017)0054 – C8-0028/2017 – 2017/0017(COD)

Proposal for a regulation

Article 1 – paragraph 1 – point 2

Directive 2003/87/EC

Article 28 b – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. If the report indicates that enforceability, transparency and governance are sufficient for a global market-based measure, that quality requirements for offset credits are sufficient, that rules for the monitoring, reporting and verification of emissions are reliable and that equal treatment on routes is ensured, then an extension of the duration of this derogation for 15 years shall be proposed by the Commission, if appropriate.

Or. en

Amendment 38**Peter Liese**

on behalf of the PPE Group

Report**A8-0258/2017****Julie Girling**

EU Emissions Trading System (EU ETS): continuing current limitations of scope for aviation activities and preparing to implement a global market-based measure from 2021
COM(2017)0054 – C8-0028/2017 – 2017/0017(COD)

Proposal for a regulation**Recital 3***Text proposed by the Commission*

(3) A binding target of at least a 40% domestic reduction in economy-wide greenhouse gas emissions by 2030 compared to 1990 was set by the European Council of 23-24 October 2014. The Council meeting on 6 March 2015 formally approved this contribution of the Union and its Member States as their Intended Nationally Determined Contribution under the Paris Agreement. The European Council conclusions of October 2014 foresaw that the target should be delivered collectively by the Union in the most cost-effective manner possible, with the reductions in the Emissions Trading System (ETS) and non-ETS sectors amounting to 43% and 30% by 2030 compared to 2005 respectively. All sectors of the economy should contribute to achieving these emission reductions.

Amendment

(3) A binding target of at least a 40% domestic reduction in economy-wide greenhouse gas emissions by 2030 compared to 1990 was set by the European Council of 23-24 October 2014. The Council meeting on 6 March 2015 formally approved this contribution of the Union and its Member States as their Intended Nationally Determined Contribution under the Paris Agreement. The European Council conclusions of October 2014 foresaw that the target should be delivered collectively by the Union in the most cost-effective manner possible, with the reductions in the Emissions Trading System (ETS) and non-ETS sectors amounting to 43% and 30% by 2030 compared to 2005 respectively. All sectors of the economy should contribute to achieving these emission reductions ***and in order to do so, the Commission should provide, inter alia, a platform for exchanging among Member States best practices and lessons learned in the sector of low-emission mobility.***

Amendment 39**Peter Liese**

on behalf of the PPE Group

Report**A8-0258/2017****Julie Girling**

EU Emissions Trading System (EU ETS): continuing current limitations of scope for aviation activities and preparing to implement a global market-based measure from 2021
COM(2017)0054 – C8-0028/2017 – 2017/0017(COD)

Proposal for a regulation**Recital 4***Text proposed by the Commission*

(4) The Union and its Member States have been endeavouring to advance international agreement to reduce greenhouse gas impacts from aviation since 1997 and they have legislation in place since 2008 to limit the climate change impacts from aviation activities through the EU emissions trading system (EU ETS) that has been operating since 2005. In order to advance progress at the International Civil Aviation Organization (ICAO), the Union has twice adopted time-bound derogations to the EU ETS so as to limit compliance obligations to emissions from flights between aerodromes situated in the European Economic Area (EEA), with equal treatment on routes of aircraft operators wherever they are based. The most recent derogation from the EU ETS, Regulation (EU) No 421/2014 of the European Parliament and of the Council, limited compliance obligations to intra-EEA flights between 2013 and 2016, and envisaged potential changes to the scope of the system as regards activity to and from aerodromes situated outside the EEA from 1 January

Amendment

(4) The Union and its Member States have been endeavouring to advance international agreement to reduce greenhouse gas impacts from aviation since 1997 and they have legislation in place since 2008 to limit the climate change impacts from aviation activities through the EU emissions trading system (EU ETS) that has been operating since 2005. ***The Court of Justice ruled in its judgment of 21 December 2011^{1a} that the inclusion of extra-EEA flights in the EU ETS does not violate international law. In addition, since 2004 and 2008 the Member States have recommitted themselves to implementing the Single European Sky concept, taking account of the growth in the volume of air traffic in the coming years. In order to achieve progress with air traffic management, the implementation of SESAR (Single European Sky ATM Research) needs to be speeded up, and innovative technologies must be supported under the Clean Sky project. The introduction, through the International Civil Aviation***

2017 onwards following the review set out in that Regulation.

Organization (ICAO), of the global market-based measure should contribute to further progress on aviation emissions reduction. In order to advance progress at the International Civil Aviation Organization (ICAO), the Union has twice adopted time-bound derogations to the EU ETS so as to limit compliance obligations to emissions from flights between aerodromes situated in the European Economic Area (EEA), with equal treatment on routes of aircraft operators wherever they are based. The most recent derogation from the EU ETS, Regulation (EU) No 421/2014 of the European Parliament and of the Council, limited compliance obligations to intra-EEA flights between 2013 and 2016, and envisaged potential changes to the scope of the system as regards activity to and from aerodromes situated outside the EEA from 1 January 2017 onwards following the review set out in that Regulation.

^{1a} Judgment of the Court of Justice of 21 December 2011, Air Transport Association of America and Others v. Secretary of State for Energy and Climate Change, C-366/10, ECLI:EU:C:2011:864.

Or. en

Amendment 40**Peter Liese**

on behalf of the PPE Group

Report**A8-0258/2017****Julie Girling**

EU Emissions Trading System (EU ETS): continuing current limitations of scope for aviation activities and preparing to implement a global market-based measure from 2021
COM(2017)0054 – C8-0028/2017 – 2017/0017(COD)

Proposal for a regulation**Recital 5***Text proposed by the Commission*

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, ***it is considered appropriate to continue the existing derogation pending further progress on the design elements and the implementation of the global market-based measure. In this regard,*** the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended, ***subject to the review on implementing the ICAO scheme,*** in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme.

Amendment

(5) In the light of the resolution adopted at ICAO's 39th Assembly in October 2016 on the implementation of a global market-based measure from 2021 to offset international aviation emissions above 2020 levels, the adoption of Standards and Recommended Practices by ICAO to complement that Resolution and implement the global system is planned for 2018. However, its concrete operationalisation will require action by ICAO parties at domestic level. Also, governance arrangements must be developed by ICAO, including a registry system. In this context, the current derogation of the EU ETS obligations for flights to and from third countries should be extended ***until 2021*** in order to promote momentum in ICAO and facilitate the operationalisation of the ICAO scheme. As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation. ***In order to tackle***

As a result of the extension of the derogation, the amount of allowances to be auctioned and issued for free, including from the special reserve, should be the same as would correspond to 2016, and should be proportional to the reduction of the surrender obligation.

CO₂ emissions from the aviation sector, the Union shall continue to work with supporting Member States to use the revenues generated from the auctioning of allowances for projects such as SESAR, Clean Sky and other innovative projects.

Or. en

8.9.2017

A8-0258/41

Amendment 41

Peter Liese

on behalf of the PPE Group

Report

A8-0258/2017

Julie Girling

EU Emissions Trading System (EU ETS): continuing current limitations of scope for aviation activities and preparing to implement a global market-based measure from 2021
COM(2017)0054 – C8-0028/2017 – 2017/0017(COD)

Proposal for a regulation

Recital 6 b (new)

Text proposed by the Commission

Amendment

(6b) Several legislative acts have been adopted at Union level which aim at preventing the fragmentation of European airspace in order to enhance the flow of air traffic and control of airspace usage, thereby reducing emissions. Within the Union, the CORSIA scheme should be viewed as part of the ICAO's so-called "basket of measures", alongside full implementation by Member States of Single European Sky legislation, SESAR, the use of GNSS for satellite-based navigation, and Joint Technology Initiatives such as Clean Sky I and Clean Sky II. All revenues from the proceeds of future auctioning of allowances should be ring-fenced for developing the above research and development programmes, as well as common projects aimed at developing a set of basic interoperable capabilities within all Member States, in particular those improving air navigation infrastructure, the provision of air navigation services and the use of airspace as required

for the implementation of the European ATM Master Plan. The Commission should also report to the European Parliament and to the Council on actions for the implementation of the GMBM taken by Member States to reduce greenhouse gas emissions from aviation, including information, with regard to the use of revenues, submitted by Member States in accordance with Article 17 of Regulation (EU) No 525/2013.

Or. en

8.9.2017

A8-0258/42

Amendment 42

Peter Liese

on behalf of the PPE Group

Report

A8-0258/2017

Julie Girling

EU Emissions Trading System (EU ETS): continuing current limitations of scope for aviation activities and preparing to implement a global market-based measure from 2021
COM(2017)0054 – C8-0028/2017 – 2017/0017(COD)

Proposal for a regulation

Article 1 – paragraph 1 – point -1 d (new)

Directive 2003/87/EC

Article 3 d – paragraph 4 – subparagraph 1

Present text

Amendment

'It shall be for Member States to determine the use to be made of revenues generated from the auctioning of allowances. Those revenues should be used to tackle climate change in the Union and third countries, inter alia, to reduce greenhouse gas emissions, to adapt to the impacts of climate change in the Union and third countries, especially developing countries, to fund research and development for mitigation and adaptation, including in particular in the fields of aeronautics and air transport, to reduce emissions through low-emission transport and to cover the cost of administering the Community scheme. The proceeds of auctioning should also be used to fund contributions to the Global Energy Efficiency and Renewable Energy Fund, and measures to avoid deforestation. '

(-1d) In Article 3d(4), the first subparagraph is replaced by the following:

'All revenues generated from the auctioning of allowances shall be used to tackle climate change in the Union and third countries, inter alia, to reduce greenhouse gas emissions, to adapt to the impacts of climate change in the Union and third countries, especially developing countries, to fund research and development for mitigation and adaptation, including in particular in the fields of aeronautics and air transport, to reduce emissions through low-emission transport and to cover the cost of administering the Union scheme and to fund common projects to reduce greenhouse gas emissions from the aviation sector, such as the SESAR Joint Undertaking and the Clean Sky Joint Technology Initiatives and any initiatives enabling the widespread use of GNSS for satellite-based navigation and interoperable capabilities within all Member States, in particular those improving air navigation infrastructure, the provision of air navigation services and the use of airspace. The proceeds of auctioning

*may also be used to fund contributions to the Global Energy Efficiency and Renewable Energy Fund, and measures to avoid deforestation. **Special consideration shall be given to Member States which use revenues for co-financing research and innovation programmes or initiatives under the Ninth Research Framework Programme (FP9). Member States shall inform the Commission of actions taken pursuant to this paragraph. Transparency on the use of revenues generated from the auctioning of allowances under this Directive is fundamental to underpinning Union commitments.***"

Or. en