Amendment 63
Pernille Weiss, on behalf of the PPE Group
Alexandr Vondra, on behalf of the ECR Group

Report
Jutta Paulus,
Global data collection system for ship fuel oil consumption data

Proposal for a regulation
Article 1 – paragraph 5 a (new)
Regulation (EU) 2015/757
Chapter II a (new)

Text proposed by the Commission

Amendment

(5a) the following chapter is inserted:

‘CHAPTER IIa
EMISSIONS REDUCTION MEASURES
Article 12a
Future allocation and issue of allowances to maritime operators

The provisions of this Article shall apply to the issue and allocation of allowances in respect of greenhouse gas emissions from ships arriving at, within, or departing from ports under the jurisdiction of a Member State covered by this Regulation Council. Where there is a change of company pursuant to Article 11(2) of this Regulation, the new company shall only be required to acquire allowances in respect of greenhouse gas emissions related to the period during which the activities of the ship were carried out under its responsibility.

By 31 December 2020, the Commission shall update the impact assessment carried out in 2013 and accompanying the Commission proposal for Regulation
(EU) No 525/2013 of the European Parliament and of the Council "a" and propose a revision of Directive 2003/87/EC to include the issue and allocation of allowances in respect of greenhouse gas emissions taking place as from 1 January 2023 from ships arriving at, within, or departing from ports under the jurisdiction of a Member State covered by this Regulation. The proposal shall be based on the best available data and on an assessment of the impact of different options, including the impact on emissions as well as the economic impact. To ensure the best possible environmental integrity and safeguard the competitiveness of European ship owners and operators, the proposal shall be flag-neutral.

2. At least 50% of the revenues generated from the auctioning of allowances referred to in paragraph 1 of this Article shall be used through the fund established under Article 12b.

3. Revenues generated from the auctioning of allowances that are not used through the Fund defined in Article 12b shall be used in a way that is consistent with the aims of Directive 2003/87/EC, in particular to tackle climate change in the Union and third countries, to protect and restore marine ecosystems impacted by global warming, and to support a just transition in Member States, supporting redeployment, re-skilling and up-skilling of workers, education, job-seeking initiatives and start-ups, in dialogue with social partners. All information on the use of those revenues shall be made public.

4. The Commission shall monitor the implementation of this Chapter and possible trends as regards companies seeking to avoid being bound by the requirements of Directive 2003/87/EC. If appropriate, the Commission shall propose measures to prevent such
Article 12b

Ocean Fund

1. As part of the proposal to revise Directive 2003/87/EC, establishment of an Ocean Fund (‘the Fund’) shall be proposed for the period from 2023 to 2030 to improve the energy efficiency of ships and support investment in innovative technologies and infrastructure to decarbonise the maritime transport sector, including in short sea shipping and ports, and the deployment of sustainable alternative fuels, such as hydrogen and ammonia, that are produced from renewables, and of zero-emission propulsion technologies, including wind technologies. 20% of the revenues under the Fund shall be used to contribute to the protection, restoration and better management of marine ecosystems impacted by global warming, such as marine protected areas; and to promote a crosscutting sustainable blue economy such as renewable marine energy. All investment supported by the Fund shall be made public and shall be consistent with the aims of Directive 2003/87/EC.

2. By way of derogation, maritime transport companies may pay an annual membership contribution to the Fund in accordance with their total emissions reported for the preceding calendar year under this Regulation to limit the administrative burden for maritime companies, including small and medium sized companies and companies that are not frequently active within the scope of Directive 2003/87/EC. The Fund shall surrender allowances collectively on behalf of maritime transport companies that are members of the Fund. The membership contribution per tonne of emissions shall be set by the Fund by 28 February each year, but shall be at least equal to the highest recorded primary or secondary market settlement price for
allowances in the preceding year.

3. The Fund shall acquire allowances equal to the collective total quantity of contributions referred to in paragraph 2 of this Article during the preceding calendar year and shall surrender them to the registry established under Article 19 of Directive 2003/87/EC by 30 April each year for subsequent cancellation. All information on the contributions shall be made available to the public.

4. The Fund shall be managed centrally through a Union body whose governance structure shall be similar to the governance of the fund provided for in Article 10a(8) of Directive 2003/87/EC. Its governance structure and decision making process shall be transparent and inclusive, in particular in the setting of priority areas, criteria and grant allocation procedures. Relevant stakeholders shall have an appropriate consultative role. All information on the investments and all other relevant information on the functioning of the Fund shall be made available to the public.

5. The Commission shall engage with third countries with regard to how they can also make use of the Fund.

6. The Commission shall be empowered to adopt delegated acts in accordance with Article 23 of Directive 2003/87/EC to supplement Directive 2003/87/EC concerning the implementation of this Article.

Article 12c

Reporting and review by the Commission concerning the implementation of climate mitigation measures at the International Maritime Organisation

1. Within 12 months of the adoption by IMO of global market-based measures to reduce GHG emissions from maritime transport, and before those measures become operational, the Commission shall
present a report to the European Parliament and to the Council in which it shall examine the ambition and overall environmental integrity of those measures, including their general ambition in relation to targets under the Paris Agreement, and to the Union economy-wide GHG emissions reduction target for 2030 and the climate-neutrality objective as defined in Regulation (EU) .../... [European Climate Law]. That report shall particularly take into account the level of participation in those global measures, their enforceability, transparency, the penalties for non-compliance, the processes for public input, the use of offset credits, monitoring, reporting and verification of emissions, registries, accountability as well as rules on the use of biofuels.

2. Where appropriate, the Commission shall accompany the report referred to in paragraph 1 with a legislative proposal to the European Parliament and to the Council to amend Directive 2003/87/EC in a manner that is consistent with the aim of preserving the environmental integrity and effectiveness of Union climate action, in particular the Union economy-wide GHG emissions reduction target for 2030 and the climate-neutrality objective as defined in Regulation (EU) .../... [European Climate Law].


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