Amendment 70
Mick Wallace
on behalf of the GUE/NGL Group

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

Proposal for a regulation
Recital 14a (new)

Text proposed by the Commission

(14a) More than 80% of global trade by volume is transported by sea\(^1\), meaning maritime emissions are directly related to global trade volumes. Waterborne transport is comparatively efficient in terms of gCO$_2$/t-km compared to other freight transport modes\(^2\). Therefore, in order to reduce absolute greenhouse gas emissions from maritime transport, in addition to greenhouse gas emissions intensity or emissions per transport work, it will be necessary for the Union to promote and pursue a global degrowth strategy, rather than the new growth strategy proposed in the European Green Deal Communication. This should include a planned downscaling of economic production and consumption and a reduction in resource and energy use in the world’s wealthiest countries, as well as the adoption of alternative metrics of economic progress to Gross Domestic Product, such as the Genuine Progress Indicator or the Index of Sustainable Economic Welfare.


\(^2\) [https://www.ipcc.ch/site/assets/uploads/2020/02/AR5_WG3_RAP7_FINAL.pdf](https://www.ipcc.ch/site/assets/uploads/2020/02/AR5_WG3_RAP7_FINAL.pdf)
Amendment 71
Mick Wallace
on behalf of the GUE/NGL Group

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Proposal for a regulation
Article 1 – paragraph 1 – point -1 (new)
Regulation (EU) 2015/757
Article 2 – paragraph 2

Present text

2. This Regulation does not apply to
to

Amendment

-1. In Article 2, paragraph 2 is replaced by the following:

2. This Regulation does not apply to
wooden ships of a primitive build, ships not propelled by mechanical means, or government ships used for non-commercial purposes.

Justification

This amendment ensures that the regulation also applies to warships, naval auxiliaries, and fishing-catch and fish-processing ships in excess of 5000 gross tonnage. There should be no exception for warships or naval auxiliaries which support frontline combatant vessels. Militaries contribute massively to GHG emissions. Small and medium sized fishing ships will not be governed by this amendment, it is targeted at so-called super or factory trawlers.
9.9.2020 A9-0144/72

Amendment 72
Mick Wallace
on behalf of the GUE/NGL Group

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Proposal for a regulation
Article 1 – paragraph 1 – point 2 – point a – point i a (new)
Regulation (EU) 2015/757
Article 6 – paragraph 3 – point c a (new)

Text proposed by the Commission

(ia) the following point is inserted:

‘(ca) emission factors for alternative fuels, including for liquefied natural gas, biofuels, carbon-containing renewable fuels of non-biological origin, shall be expressed in CO2 equivalent terms and include all GHG, and be based on life-cycle analysis. These emission factors shall be determined by the Commission by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 24(2);’

Or. en

Justification

To ensure that the MRV is future proof, the legislation needs to approach all fuels from a life cycle analysis (LCA) point of view, as opposed to just looking at the CO2 that is emitted while the ship is burning fuel on board. For example, the climate impact of hydrogen ships will differ, depending on how the hydrogen was produced (green, blue, grey, turquoise,...). Today already, it would be better to approach LNG from an LCA perspective, as then the legislation would also be taking methane leaks into account.
Amendment 73
Mick Wallace
on behalf of the GUE/NGL Group

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Jutta Paulus
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Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point b a (new)
Regulation (EU) 2015/757
Article 11 – paragraph 3 – point a – point xi a (new)

Text proposed by the Commission

(ba) in point (a) of paragraph 3, the following point is added:
‘(xia) total distance’;

Amendment

Or. en

Justification

The parameter “total distance” is already being monitored, but should also be reported and published, in order to be able to calculate the carbon intensity metric AER and to thus evaluate the carbon efficiency of a ship and its compliance with the -40% carbon intensity target.