AMENDMENTS
35 - 159

Draft report
Jutta Paulus
(PE648.870v01-00)

Global data collection system for ship fuel oil consumption data

Proposal for a regulation
AM_Com_LegReport
(1) Maritime transport has an impact on the global climate, as a result of carbon dioxide (CO$_2$) emissions from shipping. In 2015, it emitted 13% of the total Union greenhouse gas emissions from transport\textsuperscript{15}. International maritime shipping remains the only means of transportation not included in the Union's commitment to reduce greenhouse gas emissions.


(1) Maritime transport has an impact on climate change, on marine biodiversity, on air quality and public health, as a result of carbon dioxide (CO$_2$) emissions, as well as methane (CH4), sulphur oxide (SOx), nitrogen oxide (NOx), particulate matter (PM) and the black carbon emissions it generates. In 2015, it emitted 13% of the total Union greenhouse gas emissions from transport\textsuperscript{15}. International maritime shipping emissions are expected to increase between 50% and 250% by 2050. At the Union level, maritime emissions are expected to increase by 86% above 1990 levels by 2050 unless further action is taken. International maritime shipping remains the only means of transportation not included in the Union's commitment to reduce greenhouse gas emissions. The International Maritime Organisation (IMO) adopted on 13 April 2018 its Initial Strategy on reduction of GHG emissions from ships. Measures to implement this strategy are urgently needed to ensure immediate actions are taken to reduce international and European shipping emissions and contribute to the implementation of the Paris Agreement\textsuperscript{15a} and the development of a decarbonised economy.


\textsuperscript{15a} Paris Agreement (OJ L 282, 19.10.2016, p. 4).
Amendment 36
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, Nicolás González Casares, César Luena

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) Maritime transport has an impact on the global climate, as a result of carbon dioxide (CO₂) emissions from shipping. In 2015, it emitted 13% of the total Union greenhouse gas emissions from transport\(^\text{15}\). International maritime shipping remains the only means of transportation not included in the Union's commitment to reduce greenhouse gas emissions.

Amendment

(1) Maritime transport has a considerable impact on the global climate, as a result of carbon dioxide (CO₂) as well as methane, nitrous oxide and black carbon emissions from shipping. In 2015, it emitted 13% of the total Union greenhouse gas emissions from transport\(^\text{15}\). International maritime shipping has been the only means of transportation not included in the Union's commitment to reduce greenhouse gas emissions. Maritime transport also produces emissions with air polluting properties that have detrimental effects on human health and the environment.


Amendment 37
Catherine Chabaud, María Soraya Rodríguez Ramos, Fredrick Federley

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

(1a) The Intergovernmental Panel on Climate Change (IPCC) special report of 2018 entitled ‘Global warming of 1.5°C’

Amendment

(1a) The Intergovernmental Panel on Climate Change (IPCC) special report of 2018 entitled ‘Global warming of 1.5°C’


Or. en
emphasis the need to limit global warming to 1.5°C above pre-industrial levels and gives related global greenhouse gas emission pathways, in line with the Paris Agreement. The IPCC special report of 2019 entitled "The Ocean and Cryosphere in a Changing Climate", specifies that climate mechanisms depend on the health of the ocean and marine ecosystems currently affected by global warming, pollution, overexploitation of marine biodiversity, acidification, deoxygenation and coastal erosion. The IPCC recalls that the ocean is part of the solution to mitigate and adapt to the effects of climate change and underlines the necessity to reduce greenhouse gas emissions and pollution on ecosystems, as well as to enhance natural carbon sinks.

Amendment 38
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, Nicolás González Casares, César Luena

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

(1a) Internationally, CO₂ emissions from maritime transport are projected to increase by 50% to 250% in the period to 2050. CO₂ emissions from maritime transport are also growing rapidly in the Union, increasing by 48% between 1990 and 2008. Without action to tackle emissions from maritime transport, such emissions are expected, by 2050, to increase by 86% above 1990 levels, which would undermine the climate efforts undertaken by other sectors, the Union’s objective of becoming an economy with net-zero greenhouse gas emissions by 2050 at the latest, and the goal of the
Paris Agreement.

Justification


Amendment 39
Antoni Comín i Oliveres

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

(1a) The Union should guarantee that new measures are taken in order to integrate the objectives established in the Paris Agreement and the provisions presented in the Communication of the Commission of 11 December 2019 on the European Green Deal. Therefore, the Union should also integrate maritime emissions into the overall Union objectives to decrease greenhouse gas emissions in order not to pose a threat to the efforts made by other economic sectors that will have to achieve climate neutrality by, maximum, 2050, as foreseen in the European Green Deal.

Amendment

Or. en

Amendment 40
Tudor Ciuhodaru

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

(1a) EU environmental policy must contribute to maintaining, protecting and
improving the quality of the environment, protecting public health and promoting international initiatives in the field of transport and elsewhere, in a bid to resolve regional and global environmental problems, in particular combating climate change.

Amendment 41
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, Nicolás González Casares, César Luena

Proposal for a regulation
Recital 1 b (new)

Text proposed by the Commission

(1b) There is an urgent need for enhanced action to tackle maritime emissions. As the Union's primary instrument for monitoring, reporting and verification of greenhouse gas emissions and air pollution from maritime transport, this Regulation constitutes a basis for the inclusion of the maritime transport sector in the EU Emissions Trading System (EU ETS), in addition to the adoption of other measures, ensuring that the maritime transport sector contributes to the efforts of reaching the Union's 2050 economy-wide climate neutrality target as well as the 2030 and 2040 targets.

Amendment 42
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, Nicolás González Casares, César Luena

Proposal for a regulation
Recital 1 c (new)
(1c) Maritime transport is also a source of air pollution emissions, such as Sulphur Oxide (SOx), Nitrogen Oxide (NOx), particulate matter (PM), Ozone Depleting Substances (ODS) or Volatile Organic Compounds (VOC). Air polluting emissions impact both the environment and the health of citizens, in particular for those living or working in coastal and port areas. It is estimated that air pollution in Europe causes approximately 400,000 premature deaths per year. Air pollution is also considered to be the largest environmental health risk in Europe. It is therefore crucial that the Union adopts additional measures addressing air pollution from maritime transport.


would need to contribute to the reduction of greenhouse gas emissions if the Union is to deliver its fair share of global efforts.

European Parliament also pointed out that all sectors of the economy, including international aviation and maritime transport, must contribute to the reduction of greenhouse gases if the Union is to make an adequate contribution to the global effort.

Justification

This amendment should replace amendment 4 of the Rapporteur. The resolution on climate emergency and the specific point of the 55% are less widely supported than the increase of the target for 2030, the climate neutrality for 2050 and the necessary effort of international aviation and maritime transport. In this context we should focus on those points where there is a broad majority and which are also relevant in this context.

Amendment 44
Catherine Chabaud, María Soraya Rodríguez Ramos, Fredrick Federley

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) The European Parliament's Resolution of February 2014 on a 2030 framework for climate and energy policies called on the Commission and the Member States to set a binding Union 2030 target of reducing greenhouse gas emissions by at least 40% compared to 1990 levels. The European Parliament also noted that all sectors of the economy would need to contribute to the reduction of greenhouse gas emissions if the Union is to deliver its fair share of global efforts.

Amendment

(3) The Commission’s communication of the 11 December 2019, on the European Green Deal, underlines the ambition to increase the EU’s greenhouse gas emission reductions target for 2030. The resolutions of the European Parliament of 14 March 2019 on climate change and of the 28 November 2019 on the climate and environmental emergency called for immediate, easily implemented and ambitious action, in order to reach climate neutrality by 2050 at the latest, and called on the Commission and the Member States to increase the binding Union 2030 target of reducing greenhouse gas emissions by 55% compared to 1990 levels. The European Parliament also noted that all sectors of the economy, including maritime transport, would need to contribute to the reduction of greenhouse gas emissions if the Union is to deliver its
The European Parliament's Resolution of February 2014 on a 2030 framework for climate and energy policies called on the Commission and the Member States to set a binding Union 2030 target of reducing greenhouse gas emissions by at least 40% compared to 1990 levels. The European Parliament also noted that all sectors of the economy would need to contribute to the reduction of greenhouse gas emissions if the Union is to deliver its fair share of global efforts.

Amendment 46
Antoni Comín i Oliveres
Proposal for a regulation
Recital 3

(3) The European Parliament has repeatedly called on the Commission and the Member States to set a binding Union 2030 target of reducing greenhouse gas emissions by at least 55% compared to 1990 levels and to achieve climate neutrality in the Union by 2050 at the latest. The European Parliament has also stressed that all sectors of the economy, including the maritime transport sector, would need to contribute to the reduction of greenhouse gas emissions in line with the polluter-pays principle if the Union is to deliver its fair share of global efforts and reach its climate targets. Rapid efforts to decarbonise the maritime transport sector are all the more important in view of the resolution by the Parliament of 28 November 2019 on the climate and environment emergency.
(3) The European Parliament's Resolution of February 2014 on a 2030 framework for climate and energy policies called on the Commission and the Member States to set a binding Union 2030 target of reducing greenhouse gas emissions by at least 40% compared to 1990 levels. The European Parliament also noted that all sectors of the economy would need to contribute to the reduction of greenhouse gas emissions if the Union is to deliver its fair share of global efforts.

Or. en

Amendment 47
Tudor Ciuhodaru

Proposal for a regulation
Recital 3

(3) The European Parliament's Resolution of February 2014 on a 2030 framework for climate and energy policies called on the Commission and the Member States to set a binding Union 2030 target of reducing greenhouse gas emissions by at least 40% compared to 1990 levels. The European Parliament also noted that all sectors of the economy would need to contribute to the reduction of greenhouse gas emissions if the Union is to deliver its fair share of global efforts. It is in addition necessary to combine careful analysis of both long-term and short-term climate commitments with the need to address urgent economic and social issues, such as energy security, high energy costs for industry and households, and the need for...
job creation and economic recovery.

Mick Wallace

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) The resolution of the European Parliament of 28 November 2019 on the 2019 UN Climate Change Conference (COP25) also stressed the need for additional Union actions to address GHG emissions from the maritime sector in light of slow and insufficient progress at the IMO. The European Parliament supported, in particular, the inclusion of the maritime sector in the Union system for greenhouse gas emission allowance trading (the ‘EU ETS’), as well as the introduction of ship efficiency standards at Union level. It is important to acknowledge that the EU ETS has not substantially reduced greenhouse gas emissions, that the EU ETS has consistently seen businesses pass on carbon "costs" to consumers and that this cost-pass through has generated billions of euro in unearned profits, and that the Court of Auditors' special report no 6/2015, "The integrity and implementation of the EU ETS", highlighted shortcomings in the framework for protecting the integrity of the system1a. Market-based emissions reduction policies, on their own, are not sufficient to meet the Union's emissions reduction targets, and should be accompanied or replaced by binding regulatory emissions reduction policies that are properly enforced.

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My AM adheres to the rapporteur's report AM 5, which argues for inclusion of shipping in EUETS. My AM seeks to qualify rapporteur's AM by acknowledging shortcomings of EUETS and to state ETS alone is not solution to climate crisis and should be replaced or accompanied by binding regulations for emissions reductions. In this instance, ETS system that will create the Maritime Decarbonisation Fund will be framed by binding 40% reduction target. ie. ETS is a means to achieve the binding target.

Amendment 49
Catherine Chabaud, María Soraya Rodríguez Ramos, Fredrick Federley

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

(3a) In its resolution on the European Green Deal of 15 January 2020, the European Parliament recognised the role of the ocean in tackling climate change. It called for concrete actions bringing together an integrated strategic vision towards maritime policy issues such as transport, innovation and knowledge, emissions, biodiversity, the blue economy, waste and governance. The Commission should therefore work on an “Ocean Act” as part of the Green Deal, to positively address this challenge.

Or. en

Amendment 50
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, Nicolás González Casares, César Luena
Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) In its Conclusions of 24 October 2014, the European Council endorsed a binding Union target of an at least 40% domestic reduction in greenhouse gas emissions by 2030 compared to 1990. The European Council also stated the importance of reducing greenhouse gas emissions and risks related to fossil fuel dependency in the transport sector and invited the Commission to examine further instruments and measures for a comprehensive and technology-neutral approach, including for the promotion of emissions reduction, renewable energy sources, and energy efficiency in transport.

Amendment

(4) In its Conclusions of 12 December 2019\textsuperscript{1a}, the European Council endorsed the objective of achieving a climate-neutral EU by 2050, in line with the objectives of the Paris Agreement. The European Council also stated that all relevant EU legislation and policies need to be consistent with, and contribute to, the fulfilment of the climate neutrality objective while respecting a level playing field.

\textsuperscript{1a} https://www.consilium.europa.eu/media/41768/12-euco-final-conclusions-en.pdf

Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

(4a) In its proposal of 4 March 2020 for a regulation establishing the framework for achieving climate neutrality and amending Regulation(EU) 2018/1999 (European Climate Law) \textsuperscript{1a}, (COM(2020)80) the Commission emphasises that additional action needs to be taken so as to reach the objective of

Amendment

(4a) In its proposal of 4 March 2020 for a regulation establishing the framework for achieving climate neutrality and amending Regulation(EU) 2018/1999 (European Climate Law) \textsuperscript{1a}, (COM(2020)80) the Commission emphasises that additional action needs to be taken so as to reach the objective of
climate neutrality by 2050 and every sector will have to contribute as current policies are expected to only reduce greenhouse gas emissions by 60% by 2050, and thus much more remains to be done to reach climate neutrality. Currently, maritime transport is the only sector not expressly addressed by a Union emission reduction objective or specific mitigation measures.

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Amendment 52
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Br glez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, Nicolás González Casares, César Luena

Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) Building on the 2011 Union White paper on transport\(^\text{18}\) , in 2013 the Commission adopted a strategy for progressively integrating maritime emissions into the Union's policy for reducing greenhouse gas emissions\(^\text{19}\).

Amendment

(5) Building on the 2011 Union White paper on transport\(^\text{18}\) , in 2013 the Commission adopted a strategy for progressively integrating maritime emissions into the Union's policy for reducing greenhouse gas emissions whereby after the implementation of a system for monitoring, reporting and verification of emissions, the next steps are the definition of reduction targets for the maritime transport sector and application of a market based measure\(^\text{19}\).

In its Communication of 2013, the Commission also stated that in the longer term an integrated approach to monitoring, addressing all air emissions, including SOx, NOx and PM, would provide the necessary clarity for policy-
makers to make informed and consistent decisions across all pollutants, and for stakeholders to smoothly implement the new requirements. The Commission also stated in this context that a review of the monitoring, reporting and verification scheme could be carried out at a later stage.

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Amendment 53
Antoni Comín i Oliveres
Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) Building on the 2011 Union White paper on transport\(^{18}\), in 2013 the Commission adopted a strategy for progressively integrating maritime emissions into the Union's policy for reducing greenhouse gas emissions\(^{19}\).

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Amendment

(5) Building on the 2011 Union White paper on transport\(^{18}\), in 2013 the Commission adopted a strategy for progressively integrating maritime emissions into the Union's policy for reducing greenhouse gas emissions\(^{19}\). Furthermore, the Commission set up an ambitious road towards the achievement of climate neutrality by, maximum, 2050, in its Communication on the European Green Deal of 11 December 2019.

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\(^{19}\) COM (2013) 479.
Amendment 54
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, Nicolás González Casares, César Luena

Proposal for a regulation
Recital 5 a (new)

**Text proposed by the Commission**

(5a) In its communication on the European Green Deal of 11 December 2019, the Commission stated its intention to extend the EU ETS to the maritime sector, regulate access of the most polluting ships to Union ports and oblige docked ships to use shore-side electricity.

**Amendment**

Or. en

Amendment 55
Petros Kokkalis

Proposal for a regulation
Recital 6

**Text proposed by the Commission**

(6) In April 2015, the European Parliament and the Council adopted Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport\(^20\) (the “EU MRV Regulation”), which was complemented in 2016 with two Delegated Regulations\(^21\) and two Implementing Regulations\(^22\). The aim of the EU MRV Regulation is to collect data on shipping emissions for further policymaking and to incentivise emission reductions by providing information on ships' efficiency to relevant markets. The EU MRV Regulation obliges companies to
monitor, report and verify the fuel consumption, CO₂ emissions and energy efficiency of their ships on voyages to and from European Economic Area (EEA) ports on an annual basis, starting from 2018. It also applies to CO₂ emissions within EEA ports. The first emissions reports are due by 30 April 2019.


Or. el

Amendment 56
Magdalena Adamowicz, Marian-Jean Marinescu

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) In April 2015, the European Parliament and the Council adopted Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport (the “EU MRV Regulation”), which was complemented in 2016 with two Delegated Regulations and two Implementing Regulations. The aim of the EU MRV Regulation is to collect data on shipping emissions for further policymaking and to incentivise emission reductions by providing information on ships’ efficiency to relevant markets. The EU MRV Regulation obliges companies to monitor, report and verify the fuel consumption, CO₂ emissions and energy efficiency of their ships on voyages to and from European Economic Area (EEA) ports on an annual basis, starting from 2018. It also applies to CO₂ emissions within EEA ports. The first emissions reports were due by 30 April 2019.

Amendment

(6) In April 2015, the European Parliament and the Council adopted Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport (the “EU MRV Regulation”), which was complemented in 2016 with two Delegated Regulations and two Implementing Regulations. The aim of the EU MRV Regulation is to collect data on shipping emissions for further policymaking and to incentivise emission reductions by providing information on ships’ efficiency to relevant markets. The EU MRV Regulation obliges companies to monitor, report and verify the fuel consumption, CO₂ emissions and energy efficiency of their ships on voyages to and from European Economic Area (EEA) ports on an annual basis, starting from 2018. It also applies to CO₂ emissions within EEA ports. The first emissions reports were due by 30 April 2019 and were published by the Commission on 30 June 2019. The Union should defend a high level of ambition for CO₂ reductions in the maritime sector both at
international and Union level, while any new Union measures should not undermine the international competitiveness of Union-flagged ships. Therefore, the Commission should base any further measures, especially the possible inclusion of maritime transport emissions into the EU Emissions Trading System (EU ETS), on a comprehensive impact assessment that adequately takes into consideration the competitiveness of Union operators and businesses.

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Amendment 57
Catherine Chabaud, María Soraya Rodríguez Ramos, Fredrick Federley

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

(6a) Reducing emissions from shipping and their impact on global warming and air pollution should not be implemented in a way that harms marine biodiversity, and should be accompanied by measures targeted towards the restauration of marine and coastal ecosystems impacted by the shipping industry, such as the substances discharged into the seas (ballast water, hydrocarbons, heavy metals and chemicals), lost containers at sea and cetacean collisions.

Amendment Androulakis
Nikos Androulakis

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

(6a) In the maritime sector, the shipowner is not always the same person
or entity commercially operating the ship. Therefore, all the data requested under this Regulation should be collected by and attributed to the one responsible for the commercial operation of the ship, such as the manager, the time charterer or the bareboat charterer.

Amendment 59
Catherine Chabaud, María Soraya Rodríguez Ramos, Fredrick Federley

Proposal for a regulation
Recital 6 b (new)

Text proposed by the Commission

(6b) The data collected by the EU MRV Regulation should be used to foster the transition towards zero-emissions ships through the establishment of an energy efficiency certificate for ships, with a rating scale, to enable a transparent comparison of ships, especially for sale or rent, and to encourage Member States to promote best practices and support the most efficient ships.

Amendment 60
Catherine Chabaud, Maria Soraya Rodríguez Ramos, Fredrick Federley

Proposal for a regulation
Recital 6 c (new)

Text proposed by the Commission

(6c) A European shipping label for products should be developed by the Commission in cooperation with shipowners, other stakeholders and independent experts, in order to inform consumers about the environmental
impacts of maritime transport related to products that they purchase. Such label would support the environmental and energy transition of the shipping sector by providing a reliable and transparent way of informing customers about voluntary initiatives. It would encourage consumers to purchase products transported by shipowners that have reduced their environmental impacts, for example regarding greenhouse gases and pollutant emissions, noise pollution, waste and water management.

Or. en

Amendment 61
Catherine Chabaud, Fredrick Federley

Proposal for a regulation
Recital 6 d (new)

Text proposed by the Commission

(6d) According to the third greenhouse gas emissions study of the IMO for 2007 - 2012, maritime transport emitted 20.9 million tons of NOx and 11.3 million tons of SOx on average per year\(^{1a}\). Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) which entered into force on 19 May 2005 sets rules for the prevention of air pollution from ships for SOx and NOx emissions and particulate matter. Directive (EU) 2016/802 of the European Parliament and of the Council\(^{1b}\) emphasises that reducing sulphur emissions is an essential tool to limit air and water pollution from shipping and contributes to tackling global climate change. The Directive provides that ships operating in the English Channel, the North Sea and the Baltic Sea must not use fuel with a sulphur content exceeding 0.1%. These seas are classified as Sulfur Emission
Control Areas (SECA) zones in accordance with the MARPOL Convention. On the 1st January 2021, these areas will also become NOx Emission Control Areas (NECAs). The Commission should work on the extension of SECA and NECA zones in all European seas including in the Mediterranean sea, which suffers from chronic sources of pollution with adverse effects on human health and marine biodiversity.

http://www.imo.org/fr/OurWork/Environment/PollutionPrevention/AirPollution/Pages/Greenhouse-Gas-Studies-2014.aspx


Amendment 62
Catherine Chabaud

Proposal for a regulation
Recital 6 e (new)

Text proposed by the Commission

(6e) Council Directive 92/106/EEC contributes to the reduction of transport emissions by promoting a shift from road freight transport to lower-emission transport modes, including zero-emission rivers corridors. A revision of this Directive is necessary, in order to step up the efforts to promote multimodal transport and increase efficiency and low emission alternatives. Zero-emission waterway transport is key to developing a sustainable modal shift from road to
waterways, and it is therefore necessary to support investments in refuelling and recharging infrastructures in inland ports.


Amendment 63
Catherine Chabaud, María Soraya Rodríguez Ramos, Fredrick Federley

Proposal for a regulation
Recital 6 f (new)

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<th>Text proposed by the Commission</th>
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<td>Union ports constitute strategic hubs in the energy transition due to their geographical position and economic activities. They represent main entry points of energy commodities, (from importation, storage or distribution), increasingly engage into the development of renewable energy production sites and develop new energy management and circular economy strategies. In line with the objectives of the European Green Deal, the Union must therefore accompany the decarbonisation of the maritime sector with a strategic approach of Union ports to support their role as facilitator of the energy transition. Member States should be encouraged to stimulate the development of zero-emission ports and invest in refuelling and recharging infrastructures. It would ensure immediate health benefits to all citizens living in port and coastal areas, as well as limit negative impacts on marine and coastal biodiversity in these areas,</td>
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which also represent vast land territories, some of which are part of the Natura 2000 network.

Amendment 64
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, César Luena

Proposal for a regulation
Recital 7

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<th>Text proposed by the Commission</th>
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<td>(7) Article 22 of the EU MRV Regulation states that the Commission will, in the event of an international agreement on a global monitoring, reporting and verification system, review the EU MRV Regulation and, if appropriate, propose amendments in order to <strong>ensure alignment</strong> with that international agreement.</td>
<td>(7) Article 22 of the EU MRV Regulation states that the Commission will, in the event of an international agreement on a global monitoring, reporting and verification system or on global measures to reduce greenhouse gas emissions from <strong>maritime transport</strong>, review the EU MRV Regulation and, if appropriate, propose amendments in order to <strong>align the Regulation</strong> with that international agreement. It is important that, irrespective of any global measures, the Union remains able to be ambitious and demonstrate climate leadership by maintaining or adopting more stringent measures within the Union.</td>
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Amendment 65
Catherine Chabaud, María Soraya Rodríguez Ramos, Fredrick Federley

Proposal for a regulation
Recital 7

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<td>(7) Article 22 of the EU MRV Regulation states that the Commission will,</td>
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in the event of an international agreement on a global monitoring, reporting and verification system, review the EU MRV Regulation and, if appropriate, propose amendments in order to ensure alignment with that international agreement.

in the event of an international agreement on a global monitoring, reporting and verification system, or on global measures to reduce GHG emissions from maritime transport, review the EU MRV Regulation and, if appropriate, propose amendments in order to ensure alignment with that international agreement.

Or. en

Amendment 66
Hermann Tertsch

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) Article 22 of the EU MRV Regulation states that the Commission will, in the event of an international agreement on a global monitoring, reporting and verification system, review the EU MRV Regulation and, if appropriate, propose amendments in order to ensure alignment with that international agreement.

Amendment

(7) Article 22 of the EU MRV Regulation states that the Commission will, in the event of an international agreement on a global monitoring, reporting and verification system or on global measures to reduce GHG emissions from maritime transport, review the EU MRV Regulation and, if appropriate, propose amendments in order to ensure alignment with that international agreement.

Or. en

Amendment 67
Antoni Comín i Oliveres

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) Under the Paris Agreement that was adopted in December 2015 at the 21st Conference of the Parties of the United Nations Framework Convention on Climate Change (UNFCCC)²³, the Union

Amendment

(8) Under the Paris Agreement that was adopted in December 2015 at the 21st Conference of the Parties of the United Nations Framework Convention on Climate Change (UNFCCC)²³, the Union
and its Member States have undertaken an economy-wide reduction target. Efforts to limit international maritime emissions through the International Maritime Organisation (IMO) are under way and should be encouraged. The IMO adopted in October 2016 a data collection system for fuel oil consumption of ships ("the global IMO DCS").

Furthermore, the Commission’s Communication on a European Green Deal of 11 December 2019 seeks to reach climate neutrality by 2050 as well as cutting greenhouse gas emissions at 55%.


24 IMO Resolution MEPC.278(70) amending MARPOL Annex VI.

Amendment 68
Tudor Ciuhodaru
Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) The impact assessment indicated that a partial alignment of the two monitoring, reporting and verification systems could contribute to reducing the administrative burden for shipping companies, while preserving the key objectives of the EU MRV Regulation. Such a partial alignment should however not modify the governance, scope, verification, transparency or CO₂ reporting requirements of the EU MRV Regulation as it would severely undermine its objectives and affect its capacity to inform future policy-making decisions and to incentivise the uptake of energy efficiency

Amendment

(10) The impact assessment indicated that a partial alignment of the two monitoring, reporting and verification systems could contribute to reducing the administrative burden for shipping companies, while preserving the key objectives of the EU MRV Regulation. This will also ensure the European fleet a level playing field at international level. Such a partial alignment should however not modify the governance, scope, verification, transparency or CO₂ reporting requirements of the EU MRV Regulation as it would severely undermine its objectives and affect its capacity to inform
measures and behaviours in shipping. Any amendments to the EU MRV Regulation should therefore limit the alignment with the global IMO DCS in relation to definitions, monitoring parameters, monitoring plans and templates.

future policy-making decisions and to incentivise the uptake of energy efficiency measures and behaviours in shipping. Any amendments to the EU MRV Regulation should therefore limit the alignment with the global IMO DCS in relation to definitions, monitoring parameters, monitoring plans and templates.

Amendment 69
Catherine Chabaud, Fredrick Federley
Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) Global IMO DCS provisions on data to be monitored and reported annually should be taken into account so as to ensure that streamlined data is collected for ships' activities falling under both systems. In order to do so, the parameter "deadweight tonnage" should be reported but "cargo carried" should remain on a voluntary basis. "Time at sea" should be replaced by the global IMO DCS definition of “hours underway". Finally, calculation of “distance travelled” should be based on global IMO DCS\textsuperscript{25} to reduce administrative burden.

Amendment

(12) Global IMO DCS provisions on data to be monitored and reported annually should be taken into account so as to ensure that streamlined data is collected for ships' activities falling under both systems. In order to do so, the parameters "deadweight tonnage" and "cargo carried" should be reported. "Time at sea" should be replaced by the global IMO DCS definition of “hours underway". Finally, calculation of “distance travelled” should be based on global IMO DCS\textsuperscript{25} to reduce administrative burden.

\textsuperscript{25} IMO Resolution MEPC 282 (70).

Amendment 70
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Sylvia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb

\textsuperscript{25} IMO Resolution MEPC 282 (70).
Proposal for a regulation  
Recital 12

Text proposed by the Commission  

(12) Global IMO DCS provisions on data to be monitored and reported annually should be taken into account so as to ensure that streamlined data is collected for ships’ activities falling under both systems. In order to do so, the parameter "deadweight tonnage" should be reported but "cargo carried" should remain on a voluntary basis. "Time at sea" should be replaced by the global IMO DCS definition of "hours underway". Finally, calculation of "distance travelled" should be based on global IMO DCS\(^\text{25}\) to reduce administrative burden.

\(^{25}\) IMO Resolution MEPC 282 (70).

Amendment

(12) Global IMO DCS provisions on data to be monitored and reported annually should be taken into account so as to ensure that streamlined data is collected for ships’ activities falling under both systems. In order to do so, the parameter "deadweight tonnage" should be reported in addition to "cargo carried". "Time at sea" should be replaced by the global IMO DCS definition of "hours underway". Finally, calculation of "distance travelled" should be based on global IMO DCS\(^\text{25}\) to reduce administrative burden.

\(^{25}\) IMO Resolution MEPC 282 (70).

Or. en

Amendment 71  
Antoni Comín i Oliveres

Proposal for a regulation  
Recital 13

Text proposed by the Commission  

(13) Content of monitoring plans should be streamlined so as to take into consideration the global IMO DCS except for the parts of the plan which are necessary to ensure that only Union-related data are monitored and reported under the EU MRV Regulation. Therefore, any "per voyage" provisions should remain as part of the monitoring plan.

Amendment

(13) Content of monitoring plans should be streamlined so as to take into consideration the global IMO DCS except for the parts of the plan which are necessary to ensure that only Union-related data are monitored and reported under the EU MRV Regulation. Therefore, any "per voyage" provisions should remain as part of the monitoring plan. The Commission should also assist the Member States by sharing expertise and good practices, as well as the implementation of new technologies, with the objective to decrease administrative barriers and to
Amendment 72
Fredrick Federley

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

(13a) The impact assessment conducted by the Commission in 2013 accompanying the proposal for the EU MRV Regulation showed the effectiveness of an EU Emission Trading System (EU ETS) for maritime emissions and identified an ETS system or a target based compensation fund as the options that could ensure the necessary emissions reductions in the sector. In order to include international shipping in the Union's emissions reduction effort, Directive 2003/87/EC of the European Parliament and of the Council should be extended to cover maritime emissions. The Commission should adopt delegated acts, inter alia, for setting the total quantity of allowances for maritime transport in line with other sectors, and the method of allocation of allowances for maritime transport through auctioning. When preparing these delegated acts, the Commission should update the 2013 impact assessment in particular to reflect the Union's overall greenhouse gas reduction target, and economic impacts including in terms of possible risks of unintended modal shifts and carbon leakage, and publish the results of this assessment. It is important that the Union and its Member States support measures at the international level to reduce the climate impacts of maritime transport. The Commission should keep under review any progress towards the adoption of a market-based approach to reducing emissions from maritime transport.
measure by the IMO, and should in the event of adoption of a global market-based measure, consider how to ensure alignment between Union measures and global measures.


Amendment 73
Peter Liese, Maria Spyraki, Pernille Weiss

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

(13a) The successful transition to zero-emission shipping requires an integrated approach and the right enabling environment to stimulate innovation, both on ships and in ports. That enabling environment involves public and private investment in research and innovation, technological and operational measures to improve the energy efficiency of ships, and the deployment of sustainable alternative fuels and propulsion technologies, including the necessary refuelling and recharging infrastructure in ports. A Maritime Transport Decarbonisation Fund should be established from revenues generated from the auctioning of maritime allowances under the EU ETS to improve the energy efficiency of ships and support investment in innovative technologies and infrastructure to decarbonise maritime transport, including in short sea shipping.
and ports, and the deployment of sustainable alternative fuels and zero-emission propulsion technologies. The Commission should also develop measures to regulate the access of the most polluting ships to Union ports and to oblige docked fossil-fuel ships to use shore-side electricity. An exemption should only be given for completely zero-emission ships. The Commission should also require ports to adopt demurrage tariffs based on emissions.

Or. en

Justification

The author of the amendment supports the principal idea of the Rapporteur to oblige ships to use shore electricity, however, an exception for completely zero-emission ships needs to be included.

Amendment 74
Magdalena Adamowicz, Marian-Jean Marinescu

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

(13a) The IMO adopted on 13 April 2018 an Initial Strategy on reduction of GHG emissions from ships, seeking to cap the increase of those emissions as soon as possible and to reduce them by at least 50% by 2050 compared to 2008, and to pursue efforts towards phasing them out as soon as possible in this century. Work is currently ongoing at the IMO to adopt short-term emissions reduction measures, which are expected to be adopted by 2023 and will constitute the first step towards the achievement of the IMO’s 2050 objective. The Union should engage constructively with IMO Member States to reach a global agreement on the GHG emissions reduction measures.
Amendment 75
Catherine Chabaud, Fredrick Federley

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Removing market barriers in the maritime sector, including the use of a transparent and robust monitoring, reporting and verification system, is expected to contribute to the uptake of energy efficiency technologies, and thereby reduce maritime emissions by about 2% by 2030. For the maritime sector to contribute fully to the transformation of the entire transport sector into a sector with zero emissions, further action is necessary. The scope of the EU MRV Regulation should, therefore, be extended to include binding requirements for ships to reduce their annual CO2 emissions per transport work.

Amendment 76
Petros Kokkalis

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) In the context of the staged approach, any ensuing proposal on measures to reduce CO2 emissions from shipping should be preceded by a thorough and comprehensive impact assessment, in close consultation with all relevant stakeholders.
**Justification**

*A thorough impact assessment will allow regulators to properly ascertain the merits of any such proposal based on objective and well-defined criteria.*

**Amendment 77**  
Catherine Chabaud

**Proposal for a regulation**  
**Recital 13 b (new)**

*Text proposed by the Commission*

(13b) *The successful transition towards zero-emission and green ships requires an integrated approach to promote innovative measures for greener ships (e.g. hull design, new engines and sustainable alternative fuels, and wind propulsion); and operational measures, which can be implemented in the short term to reduce fuel consumption and thus emissions, such as the reduction of the speed or better route planning. Speed reduction (slow steaming), has been tested on a large scale between 2006 and 2012 due to the sharp increase in fuel prices: a 10% reduction in speed led to a reduction in consumption of around 19%\(^1a\) and a corresponding reduction in emissions. Market based measures such as the ETS will encourage the reduction of emissions and investments in research and innovation; to improve the energy efficiency of ships, and the deployment of sustainable alternative fuels and propulsion technologies, including the necessary refuelling and recharging infrastructures in ports and inland ports.*

\(^{1a}\) *« The impact of international shipping on European air quality and climate forcing », European Environment Agency, Technical report N0 4/2013*
Amendment 78
Catherine Chabaud, Pascal Canfin

Proposal for a regulation
Recital 13 c (new)

Text proposed by the Commission

Amendment

(13c) The impact assessment conducted by the Commission in 2013 accompanying the proposal for the EU MRV Regulation showed the effectiveness of an EU Emission Trading System for maritime emissions and identified an ETS system or a target based compensation fund as the options that could ensure the necessary emissions reductions in the sector. In order to include international shipping in the Union’s emissions reduction effort, Directive 2003/87/EC of the European Parliament and of the Council should be extended to cover maritime emissions. At the same time a "Blue Fund" should be created to reduce emissions from maritime transport and to protect, restore and better manage marine and coastal ecosystems impacted by global warming, such as marine protected areas; and promote crosscutting sustainable blue economy such as renewable marine energy. The Commission should adopt delegated acts, inter alia, for setting the total quantity of allowances for maritime transport in line with other sectors, and the method of allocation of allowances for maritime transport through auctioning. When preparing these delegated acts, the Commission should update the 2013 impact assessment in particular to reflect the Union’s overall greenhouse gas reduction target, and economic impacts including in terms of possible risks of unintended modal shifts and carbon leakage, and publish the results of this assessment. It is important that the Union
and its Member States support measures at the international level to reduce the climate impacts of maritime transport. The Commission should keep under review any progress towards the adoption of a market-based measure by the IMO, and should in the event of adoption of a global market-based measure, consider how to ensure alignment between Union measures and global measures.


Amendment 79
Catherine Chabaud, Pascal Canfin

Proposal for a regulation
Recital 13 d (new)

Text proposed by the Commission

(13d) Article 10(3) of Directive 2003/87/EC of the European Parliament and of the Council\[1a\] provides that 50% of revenues generated from the auctioning of allowances for ETS emissions, which is allocated to the Member States, should be used to tackle climate change, inter alia, to reduce greenhouse gas emissions, to adapt to the impacts of climate change, to fund research and development for mitigation and adaptation. In parallel with the inclusion of the maritime sector in the ETS, a significant part of ETS revenues allocated to the Member States should be used to establish a “Blue Fund” to reduce emissions from maritime transport and to protect, restore and better
manage marine and coastal ecosystems impacted by global warming, such as marine protected areas; and promote crosscutting sustainable blue economy such as renewable marine energy. All Member States should participate to the allocation of the Fund operated at Union level established by this Regulation. Each national contributions should then be proportionate according to the importance of their exclusive economic zone and maritime economy. The Fund should support the improvement of energy efficiency of ships and investment in innovative technologies and infrastructures to decarbonise maritime transport, including in short sea shipping and ports, and the deployment of sustainable alternative fuels and zero-emission propulsion technologies including wind technologies.

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Or. en
shipping and phase them out, as soon as possible in this century. It defines an emission reduction objective of at least 50% by 2050 compared to 2008 annual greenhouse gas emissions while pursuing efforts towards decarbonisation of the sector. It also sets an objective to reduce carbon intensity, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008.

Amendment 81
Magdalena Adamowicz, Marian-Jean Marinescu
Proposal for a regulation
Recital 14 a (new)

Text proposed by the Commission  
Amendment

(14a) The Commission should review the functioning of Regulation (EU) 2015/757, taking into account the additional experience gained during the implementation of that Regulation and of the IMO global data collection system, in order to ensure greater compatibility between the two systems and reduce double reporting requirements.

Amendment 82
Alexandr Vondra
Proposal for a regulation
Recital 14 b (new)

Text proposed by the Commission  
Amendment

(14b) The Commission should review the functioning of Regulation (EU) 2015/757, taking into account the experience gained
in the implementation of this Regulation and the implementation of the global IMO Fuel Oil Data Collection System (DCS), as well as other relevant developments aimed at reducing GHG emissions from maritime transport.

Amendment 83
Catherine Chabaud, Fredrick Federley

Proposal for a regulation
Recital 15

Text proposed by the Commission

(15) The objective of Regulation (EU) 2015/757 is to monitor, report and verify CO₂ emissions from ships calling at EEA ports as the first step of a staged approach to reduce greenhouse gas emissions. This cannot be sufficiently achieved by the Member States but can rather, by reason of its scale and effects, be better achieved at Union level. The global IMO DCS should be taken into account and this Regulation ensures the continued comparability and reliability of collected data based on a single set of requirements. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. 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 that objective.

Amendment

(15) The objective of Regulation (EU) 2015/757 is to monitor, report and verify CO₂ emissions from ships calling at EEA ports in order to reduce annually operational carbon intensity per transport work and to price those emissions so as to reduce greenhouse gas emissions from the maritime sector. This cannot be sufficiently achieved by the Member States but can rather, by reason of its scale and effects, be better achieved at Union level. The global IMO DCS should be taken into account and this Regulation ensures the continued comparability and reliability of collected data based on a single set of requirements. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. 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 that objective.

Amendment 84
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi
Proposal for a regulation
Recital 15

_text proposed by the Commission_

(15) The objective of Regulation (EU) 2015/757 is to monitor, report and verify CO₂ emissions from ships calling at EEA ports as the first step of a staged approach to reduce greenhouse gas emissions. This cannot be sufficiently achieved by the Member States but can rather, by reason of its scale and effects, be better achieved at Union level. The global IMO DCS should be taken into account and this Regulation ensures the continued comparability and reliability of collected data based on a single set of requirements. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. 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 that objective.

 amendment_

(15) The objective of Regulation (EU) 2015/757 is to monitor, report and verify CO₂ emissions from ships calling at EEA ports as the first step of a staged approach to reduce greenhouse gas emissions in the maritime transport sector, in particular through requirements on carbon pricing, operational standards for ships, and limitations on emissions at berths. This cannot be sufficiently achieved by the Member States but can rather, by reason of its scale and effects, be better achieved at Union level. The global IMO DCS should be taken into account and this Regulation ensures the continued comparability and reliability of collected data based on a single set of requirements. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. 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 that objective.

Or. en

Amendment 85
Antoni Comín i Oliveres

Proposal for a regulation
Recital 15

_text proposed by the Commission_

(15) The objective of Regulation (EU) 2015/757 is to monitor, report and verify CO₂ emissions from ships calling at EEA

_amendment_

(15) The objective of Regulation (EU) 2015/757 is to monitor, report and verify CO₂ emissions from ships calling at EEA
ports as the first step of a staged approach to reduce greenhouse gas emissions. This cannot be sufficiently achieved by the Member States but can rather, by reason of its scale and effects, be better achieved at Union level. The global IMO DCS should be taken into account and this Regulation ensures the continued comparability and reliability of collected data based on a single set of requirements. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. 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 that objective.

Amendment 86
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, César Luena

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission

(15a) The transition to climate neutral shipping has yet to be achieved and regulatory measures in that regard have been hitherto inadequate. Ports can have a significant role in the decarbonisation of maritime transport. Operators of ships calling at Union ports should be obliged to ensure, through means such as connecting to shore-side electricity, that
when at berth their ships do not emit greenhouse gas or air-polluting emissions. This would be particularly important in the case of berths located close to urban areas, in order to reduce the effects of air pollution on human health. Given the differential impacts of ships in relation to greenhouse gas and air-polluting emissions, most polluting ships, including large passenger ships, should be required to comply with that requirement first.

 Amendment 87
 Tiemo Wölken, Nikos Androulakis
 Proposal for a regulation
 Recital 15 a (new)

 Text proposed by the Commission

(15a) Open loop scrubbers shift emissions from the air to open waters, remaining unregulated, while effective options ranging from using cleaner fuels to using closed-loop-scrubbers exist, with costs not significantly higher. The revision of Directive (EU) 2019/883 of the European Parliament and of the Council\(^a\) has not brought satisfactory progress in this regard, not respecting the principle of rectifying pollution at source.

Amendment 88
Hermann Tertsch

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission

(15a) A global approach to address GHG emissions from international shipping led by the International Maritime Organisation would be more effective due to its broader scope. Therefore, changes to the IMO Data Collection System (DCS) with a view to achieve full alignment of this regulation with IMO DCS are to be encouraged by the Commission to speed up the process.

Amendment

Or. en

Amendment 89
Peter Liese, Maria Spyraki

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission

(15a) Ships pollute a lot not only by greenhouse gasses. In many European cities the effect of shipping emissions like Sox Nox, black carbon, and particular matter is significant. The Commission should review the existing legislation by June 2021 and make concrete proposals to address the problem.

Amendment

Or. en

Justification

This amendment corresponds to amendment 20 of the Rapporteur. It is not useful to include other pollutants in the MRV but it is highly needed to address these emissions. That is why the Commission should make an appropriate proposal.
### Amendment 90

**Peter Liese, Maria Spyraki**

**Proposal for a regulation**  
**Recital 15 b (new)**

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(15b) There is broad political consensus that the maritime sector should do more to the reduction of emissions and therefore, among other measures, the maritime sector should be included in the EU ETS. The President of the European Commission announced in her political guidelines before her election by the European Parliament “I will propose to extend the Emissions Trading System to cover the maritime sector”. The Commission announced in the Green Deal communication of 11 December 2019 “The Commission will propose to extend European emissions trading to the maritime sector”. The inclusion should take place as soon as possible. That is why the Commission should be obliged to do the impact assessment immediately and make a legislative proposal latest by 31 December 2020.</td>
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</tr>
</tbody>
</table>

**Or. en**

**Justification**

This amendment seeks to clarify that we are united for the inclusion of maritime transport in the ETS. It is, however, technically and politically not possible to do this in the MRV proposal. That is why we urgently need a separate proposal from the Commission.

### Amendment 91

**Tiemo Wölken, Nikos Androulakis**

**Proposal for a regulation**  
**Recital 15 b (new)**

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
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<tbody>
<tr>
<td>(15b) The transition to zero emission</td>
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45/107
technologies needs to start now, with regards to the long lifetime of ships and the union-wide goal of reducing 70-100% of CO2 emissions in the sector by 2050.

Amendment 92
Peter Liese, Maria Spyrsaki, Pernille Weiss

Proposal for a regulation
Recital 15 c (new)

Text proposed by the Commission

Amendment

(15c) There is broad consensus on top of the inclusion in the EU ETS, additional measures are necessary and useful. Among others, the IMO has worked on an efficiency standard. It is appropriate to include the core elements of this efficiency standard in Union law. That is why the Commission should be obliged to start the impact assessment and make the corresponding proposal as soon as possible.

Justification

It is useful to introduce an efficiency standard as planned by the IMO in the EU legislation. However, this can not be done by the MRV regulation, but has to be done by a separate proposal that needs to be presented by the European Commission alongside with the ETS proposal for maritime as soon as possible.

Amendment 93
Tiemo Wölken, Nikos Androulakis

Proposal for a regulation
Recital 15 c (new)

Text proposed by the Commission

Amendment

(15c) All ships from all flag states
docking in EEA ports should be included in the EU ETS for preventing the change of flags in avoidance.

Or. en

Amendment 94
Tiemo Wölken, Nikos Androulakis

Proposal for a regulation
Recital 15 d (new)

Text proposed by the Commission

(15d) Tax deficits in the Union shipping sector amount to as much as EUR 24 billion per year in the form of fossil fuel tax exemptions under the Council Directive 2003/96/EC\(^1\) and national tax law. This runs both counter to the polluter pays principle and the inclusion of external costs, and is negligent in times of dwindling state resources at Union and national level.


Or. en

Amendment 95
Tiemo Wölken, Nikos Androulakis

Proposal for a regulation
Recital 15 e (new)

Text proposed by the Commission

(15e) On IMO level no sufficient movement towards inclusion of external costs is perceivable or to be expected in
the coming years.

Amendment 96
Tiemo Wölken, Nikos Androulakis

Proposal for a regulation
Recital 15 f (new)

Text proposed by the Commission

Amendment

(15f) Ship operators shall ensure to operate the vessels in the most energy-efficient manner possible, keeping emissions to the lowest possible levels. Shipbuilders shall ensure to make emissions reduction a priority when building new ships.

Or. en

Amendment 97
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, César Luena, Nicolás González Casares

Proposal for a regulation
Article 1 – paragraph -1 (new)
Regulation (EU) 2015/757
Recital 23

Present text

Amendment

(-1) Recital 23 is replaced by the following:

"(23) The Union MRV system should be extended to cover also other greenhouse gases, climate forcers and air pollutants, where sufficiently reliable or commercially available measuring equipment exists, to better protect the climate, the environment and human health."
Amendment 98

Jutta Paulus
on behalf of the Greens/EFA Group

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

Regulation (EU) 2015/757
Article 1

Present text

Article 1

Subject matter

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO2) emissions and of 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.

Amendment

(-1) Article 1 is replaced by the following:

"Article 1

Subject matter

This Regulation lays down rules for the accurate monitoring, reporting and verification of greenhouse gas (GHG) emissions and of other relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State. In order to contribute to achieving the Union-wide objective of balancing anthropogenic economy-wide emissions and removals of greenhouse gases domestically within the Union by 2050 as defined in a Regulation on a Climate Law, while taking into account of the IMO Initial Strategy on reduction of GHG emissions from ships, this Regulation imposes obligations on companies to reduce their annual average CO2 emissions per transport work by at least 40% by 2030 compared to the average performance per category of ships of the same size and type in the first reporting period as referred to in Article 8."

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)
Justification

The efficiency target applies to companies as an average over all ships the respective company operates in a single year. It will be determined using graphs, plotting carbon intensity against ship size using the MRV dataset (similar to IMO). The reduction targets for each ship category shall be determined using the regression curve (least squares method). By using the average carbon intensity for calculation of the target, the companies who already today are operating below the average curve only have to cover the remaining distance to 40%. Hence, first movers will not be punished.

Amendment 99
Mick Wallace

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

Present text

Article 1
Subject matter
This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO2) emissions and of 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.

Amendment

(-1) Article 1 is replaced by the following:

"Article 1
Subject matter
This Regulation lays down rules for the accurate monitoring, reporting and verification of greenhouse gas (GHG) emissions and of other relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State. In order to contribute to achieving the Union's commitment to reducing its domestic and economy-wide GHG emissions under the Paris Agreement, and to implement the IMO Initial Strategy on reduction of GHG emissions from ships at Union level, this Regulation also imposes obligations on companies to reduce their (GHG emissions per transport work linearly by at least 40% by 2030 compared to the average performance per category of ships of the same size and type in the first reporting period as referred to in Article 8."

EN
Justification

This amendment adheres to the rapporteur's draft report which changes CO2 emissions to all GHG emissions and introduces 40% reduction target by 2030. But, when defining the rules of compliance with this target, this amendment also seeks to include a specific mention of a linear reduction per year for the ships to ensure that the overall target of at least 40% by 2030 is accompanied by a strict year on year reduction target starting from the year of implementation of the revised regulation.

Amendment 100
Catherine Chabaud, María Soraya Rodríguez Ramos

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

Present text

(-1) Article 1 is replaced by the following:

"Article 1

Subject matter

This Regulation lays down rules for the accurate monitoring, reporting and verification of greenhouse gas (GHG) emissions and of 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.

Amendment

Subject matter

This Regulation lays down rules for the accurate monitoring, reporting and verification of greenhouse gas (GHG) emissions and of other relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State. In order to contribute to achieving the Union's commitment to reducing its domestic and economy-wide GHG emissions under the Paris Agreement, this Regulation also imposes obligations on ships to reduce their annual CO2 emissions per transport work by at least 40% by 2030 compared to the average performance per category of ships of the same size and type in the first reporting period as referred to in Article 8."
Amendment 101
Peter Liese, Maria Spyraki

Proposal for a regulation

Article 1 – paragraph -1 (new)
Regulation (EU) 2015/757
Article 1

Present text

Amendment

(-1) Article 1 is replaced by the following:

"Article 1

Subject matter

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions and of 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.

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions as well as methane and of other relevant information from the companies responsible for the commercial operation of the ships arriving at, within or departing from ports under the jurisdiction of a Member State."

Justification

This amendment corresponds to the amendment 20 of the Rapporteur. It is wise to include not only CO₂ but also methane because methane leakage may be a relevant source of greenhouse gas emissions in the future. Other greenhouse gases do not play a significant role and that is why the inclusion would be disproportionate.

Amendment 102
Nikos Androulakis
Proposal for a regulation
Article 1 – paragraph -1 (new)
Regulation (EU) 2015/757
Article 1

Present text

Amendment

(-1) Article 1 is replaced by the following:

"Article 1

Subject matter

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO2) emissions and of 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

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)

Justification

Shipowners have not always the operational control of the ship and therefore cannot be held accountable for the operational energy efficiency of their vessel when the vessel in question is operated by a charterer who controls important parameters that determine a ship's carbon footprint, such as cargo carried, speed and route. By focusing on commercial operators we can attribute GHG emissions to the true polluter.

Amendment 103
Jens Gieseke
Article 1
Subject matter
This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions and of 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


Justification

For 70% of EU controlled tonnage, the shipowner is not the same as the charterer. Thus, the shipowner shall not be held responsible for the operational energy efficiency since it is the charterer that has control over e.g. the speed, routing and cargo carried. The system fails to attribute operational energy efficiency to the party operating the ship. The charterer has no incentive to take any measures to improve the ship's operational energy efficiency.

Amendment 104
Asger Christensen

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

Present text
Article 1
Subject matter
This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂)

Amendment
(-1) Article 1 is replaced by the following:

"Article 1
Subject matter
This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂)
emissions and of 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.

Further companies shall reduce their annual CO2 emissions per transport work by at least 40% by 2030, compared to 2008.

Or. en

Proposal for a regulation

Article 1 – paragraph -1 a (new)

Regulation (EU) 2015/757

Article 2 – paragraph 1

1. This Regulation applies to ships above 5 000 gross tonnage in respect of CO2 emissions released during their voyages from their last port of call to a port of call under the jurisdiction of a Member State and from a port of call under the jurisdiction of a Member State to their next port of call, as well as within ports of call under the jurisdiction of a Member State.

Amendment

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

"1. This Regulation applies to the companies responsible for the commercial operation of the ships above 5000 gross tonnage in respect of CO2 emissions released during their voyages from their last port of call to a port of call under the jurisdiction of a Member State and from a port of call under the jurisdiction of a Member State to their next port of call, as well as within ports of call under the jurisdiction of a Member State."

Or. en

Justification

In 70% of EU controlled tonnage, shipowners & charterers are not the same. Thus,
shipowners shall not be held responsible for the operational energy efficiency as charterers control e.g. speed, routing & cargo carried. The system fails to attribute operational energy efficiency to the operator, giving no incentives to charterers to take measures to improve the ship's operational energy efficiency. Shipowners are at risk of seeing their asset out of their control which can affect the ship's value.

**Amendment 106**

Catherine Chabaud

Proposal for a regulation

**Article 1 – paragraph -1 a (new)**

Regulation (EU) 2015/757

Article 2 – paragraph 1

<table>
<thead>
<tr>
<th>Present text</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. This Regulation applies to ships above <strong>5 000</strong> gross tonnage in respect of CO2 emissions released during their voyages from their last port of call to a port of call under the jurisdiction of a Member State and from a port of call under the jurisdiction of a Member State to their next port of call, as well as within ports of call under the jurisdiction of a Member State.</td>
<td>&quot;1. This Regulation applies to ships above <strong>400</strong> gross tonnage in respect of CO2 emissions released during their voyages from their last port of call to a port of call under the jurisdiction of a Member State and from a port of call under the jurisdiction of a Member State to their next port of call, as well as within ports of call under the jurisdiction of a Member State. &quot;</td>
</tr>
</tbody>
</table>

**Amendment 107**

Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, César Luena

Proposal for a regulation

**Article 1 – paragraph -1 a (new)**

Regulation (EU) 2015/757

Article 2 – paragraph 1

<table>
<thead>
<tr>
<th>Present text</th>
<th>Amendment</th>
</tr>
</thead>
</table>
1. This Regulation applies to ships above 5,000 gross tonnage in respect of CO\textsubscript{2} emissions released during their voyages from their last port of call to a port of call under the jurisdiction of a Member State and from a port of call under the jurisdiction of a Member State to their next port of call, as well as within ports of call under the jurisdiction of a Member State.

replaced by the following:

"1. This Regulation applies to ships above 5,000 gross tonnage in respect of greenhouse gas, NO\textsubscript{x} and SO\textsubscript{x} emissions released during their voyages from their last port of call to a port of call under the jurisdiction of a Member State and from a port of call under the jurisdiction of a Member State to their next port of call, as well as within ports of call under the jurisdiction of a Member State."

Or. en


Amendment 108
Nikos Androulakis

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

Present text

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

"1. This Regulation applies to entities responsible for the commercial operation of ships above 5,000 gross tonnage in respect of CO\textsubscript{2} emissions released during their voyages from their last port of call to a port of call under the jurisdiction of a Member State and from a port of call under the jurisdiction of a Member State to their next port of call, as well as within ports of call under the jurisdiction of a Member State."

Or. en


Justification

Shipowners have not always the operational control of the ship and therefore cannot be held
accountable for the operational energy efficiency of their vessel when the vessel in question is operated by a charterer who controls important parameters that determine a ship's carbon footprint, such as cargo carried, speed and route. By focusing on commercial operators we can attribute GHG emissions to the true polluter.

Amendment 109
Mick Wallace

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

Present text

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

Amendment

(-1a) 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."

Or. en


Justification

There should be no exception for warships or naval auxiliaries which support frontline combatant vessels. Militaries contribute massively to GHG emissions. Also, the deletion of fishing-catching and processing is significant only for those boats in excess of the specified gross tonnage. In other words, the amendment is targeted at so-called super or factory trawlers.

Amendment 110
Catherine Chabaud, Fredrick Federley

Proposal for a regulation
Article 1 – paragraph -1 b (new)
Regulation (EU) 2015/757
Article 3 – paragraph 1 – point b
Present text

(b) ‘port of call’ means the port where a ship stops to load or unload cargo or to embark or disembark passengers; consequently, stops for the sole purposes of refuelling, obtaining supplies, relieving the crew, going into dry-dock or making repairs to the ship and/or its equipment, stops in port because the ship is in need of assistance or in distress, ship-to-ship transfers carried out outside ports, and stops for the sole purpose of taking shelter from adverse weather or rendered necessary by search and rescue activities are excluded;

Amendment

(-1b) Article 3, paragraph 1, point b is replaced by the following:

"(b) ‘port of call’ means the port where a ship stops to load or unload a substantial part of its cargo or to embark or disembark passengers; consequently, stops for the sole purposes of refuelling, obtaining supplies, relieving the crew, going into dry-dock or making repairs to the ship and/or its equipment, stops in port because the ship is in need of assistance or in distress, ship-to-ship transfers carried out outside ports, and stops for the sole purpose of taking shelter from adverse weather or rendered necessary by search and rescue activities are excluded;"

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)

Amendment 111
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb

Proposal for a regulation
Article 1 – paragraph -1 b (new)
Regulation (EU) 2015/757
Article 3 – paragraph 1 – point b

Present text

(b) ‘port of call’ means the port where a ship stops to load or unload cargo or to embark or disembark passengers; consequently, stops for the sole purposes of refuelling, obtaining supplies, relieving the crew, going into dry-dock or making repairs to the ship and/or its equipment, stops in port because the ship is in need of assistance or in distress, ship-to-ship
transfers carried out outside ports, and stops for the sole purpose of taking shelter from adverse weather or rendered necessary by search and rescue activities are excluded;

ship transfers carried out outside ports, and stops for the sole purpose of taking shelter from adverse weather or rendered necessary by search and rescue activities are excluded; "


Amendment 112
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb

Proposal for a regulation
Article 1 – paragraph 1 – point a – introductory part

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) point (d) is replaced by the following:</td>
<td>(a) points (b) and (d) are replaced by the following:</td>
</tr>
</tbody>
</table>

Or. en

Amendment 113
Tiemo Wölken

Proposal for a regulation
Article 1 – paragraph 1 – point a
Regulation (EU) 2015/757
Article 3 – paragraph 1 – point d

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(d) 'company' means the shipowner or any other organisation or person such as the manager or the bareboat charterer, which has assumed the responsibility for the operation of the ship from the shipowner and has agreed to take over all the duties and responsibilities imposed by Regulation (EC) No 336/2006 of the European Parliament and of the</td>
<td>(d) 'company' means the organisation or person which is operating the ship;</td>
</tr>
</tbody>
</table>
MRV data should be collected by the entity responsible for the operation of the ship, since it is the operator that can control the ship’s operational energy efficiency, including cargo carried, route and speed. The same entity should be responsible for buying and surrendering ETS certificates. This definition shall only apply for the mentioned purposes, not touching upon the definition within the Maritime Labour Convention.

Amendment 114
Nikos Androulakis

Proposal for a regulation
Article 1 – paragraph 1 – point a
Regulation (EU) 2015/757
Article 3 – paragraph 1 – point d

Text proposed by the Commission

(d) ‘company' means the shipowner or any other organisation or person such as the manager or the bareboat charterer, which has assumed the responsibility for the operation of the ship from the shipowner and has agreed to take over all the duties and responsibilities imposed by Regulation (EC) No 336/2006 of the European Parliament and of the Council;

Amendment

(d) ‘company' means the shipowner or any other entity or person who is responsible for the commercial operation of the ship and who pays for fuel consumed by the ship, such as the manager, the time charterer or the bareboat charterer;

Commercial operators such as time charterers and bareboat charterers pay for the ship's fuel and are the ones being and responsible and having control on important parameters that determine a ship's operational energy efficiency, such as cargo carried, route and speed.

Amendment 115
Peter Liese, Maria Spyraiki, Jens Gieseke
Proposal for a regulation
Article 1 – paragraph 1 – point a
Regulation (EU) 2015/757
Article 3 – paragraph 1 – point d

Text proposed by the Commission

(d) 'company' means the shipowner or any other organisation or person such as the manager or the bareboat charterer, which has assumed the responsibility for the operation of the ship from the shipowner and has agreed to take over all the duties and responsibilities imposed by Regulation (EC) No 336/2006 of the European Parliament and of the Council;

Amendment

(d) 'company' means the legal person that is responsible for the commercial operation of the ship, meaning the legal person that pays for the fuel consumed by the ship such as the manager, the shipowner, the time charterer or the bareboat charterer, which has assumed the responsibility for the operation of the ship from the shipowner and has agreed to take over all the duties and responsibilities imposed by Regulation (EC) No 336/2006 of the European Parliament and of the Council;

Or. en

Justification

In many cases (70% of EU controlled tonnage), the shipowner is not the same as the charterer. Thus, the shipowner shall not be held responsible for the operational energy efficiency since it is the charterer that has control over e.g. the speed, routing and cargo carried. The system fails to attribute operational energy efficiency to the party operating the ship. Thus, the charterer has no incentive to take any measures to improve the ship's operational energy efficiency. Shipowners are at risk of seeing their asset out of their control, which can impact the ship's value.

Amendment 116
Pernille Weiss

Proposal for a regulation
Article 1 – paragraph 1 – point a a (new)
Regulation (EU) 2015/757
Article 3 – paragraph 1 – point d a (new)

Text proposed by the Commission

(aa) after point d, the following point is inserted:
This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO2) emissions and of 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.

In order to contribute to achieving the Union's commitment to reducing its domestic and economy-wide GHG emissions under the Paris Agreement, and to implement the IMO Initial Strategy on reduction of GHG emissions from ships at Union level, this Regulation also imposes obligations on companies to reduce their CO2 emissions per transport work by at least 40% by 2030 compared to the average performance per category of ships of the same size and type in 2008, which is the same international baseline set by IMO in its Initial Strategy.

Or. en

Justification

The proposal of the Rapporteur is to choose 2018 as a base year. This would put ‘first movers’ of the maritime sector into a disadvantage. That is why it is appropriate to stick to the base year of 2008, which is the same international baseline set by IMO in its Initial Strategy. If we choose to punish first movers in their process towards decarbonisation, this will send a very dangerous message for any company considering to advance in climate change ahead of regulatory initiatives.

Amendment 117
Pernille Weiss, Søren Gade, Asger Christensen

Proposal for a regulation
Article 1 – paragraph 1 a (new)
Regulation (EU) 2015/757
Article 3 – paragraph 1 – point d a (new)
Text proposed by the Commission

(1a) In Article 3, paragraph 1 the following point is inserted:

(da) The Commission shall by 30 June 2021, after a proper impact assessment, propose an amendment of the Directive 2003/87/EC of the European Parliament and of the Council to include emissions taking place as from 1 January 2023 from all ships that arrive at or depart from Union ports and are regulated by this Regulation.

The Commission shall indicate how to achieve at least 40% reduction by 2030 compared to 2008 (which is the same international baseline set by IMO in its Initial Strategy on reduction of GHG emissions from ships) and suggest appropriate measures in order to reach the target as soon as possible; thereby considering the MEPC 76 outcomes on the matter of short-term measures.

To ensure the best possible environmental integrity and ensure the competitiveness of European ship owners, the proposal should be neutral on flags and ensure equal treatment, and all funds from full auctioning shall fund maritime research, development and innovation measures to tackle climate change, including an establishment of a 'Maritime Transport Decarbonisation Fund' (the Fund) and is to be established for the period from 2021 to 2030, containing 50% of the revenues from the auctioning of allowances will be allocated to the Fund to improve the energy efficiency of ships and support investment in innovative technologies and infrastructure to decarbonise maritime transport, to invest in the electrification of transport, and the development of sustainable alternative fuels and zero emission propulsion technologies.

Due to the Commission’s expectations on an international deal through the IMO,
latest by spring 2021, the Commission states in their Communication of 11 December 2019 on a ‘European Green Deal’, that a proposal for including shipping into the EU ETS is scheduled by June 2021. The European Commission shall adopt their proposal before for the amendments to the Directive 2003/87/EC if the European Commission - with certainty - can conclude that an international agreement on short-term measures towards 2030 is out of reach.


Amendment 118
Petros Kokkalis

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

Present text

(i) ‘other relevant information’ means information related to CO\textsubscript{2} emissions from the consumption of fuels, to transport work and to the energy efficiency of ships, which enables the analysis of emission trends and the assessment of ships' performances;

Amendment

(1a) In Article 3(1), point (i) is replaced by the following:

“(i) ‘other relevant information’ means information related to CO\textsubscript{2} emissions from the consumption of fuels, to transport work, to shore-to-ship power supply during docking and to the energy efficiency of ships, which enables the analysis of emission trends and the assessment of ships' performances;
Amendment 119
Tiemo Wölken, Nikos Androulakis

Proposal for a regulation
Article 1 – paragraph 1 a (new)
Regulation (EU) 2015/757
Article 4 – paragraph 1

Present text
1. In accordance with Articles 8 to 12, companies shall, for each of their ships, monitor and report on the relevant parameters during a reporting period. They shall carry out that monitoring and reporting within all ports under the jurisdiction of a Member State and for any voyages to or from a port under the jurisdiction of a Member State.

Amendment
(1a) Article 4, paragraph 1 is replaced by the following:
"1. In accordance with Articles 8 to 12, companies shall, for each of the ships which they are responsible for, monitor and report on the relevant parameters during a reporting period. They shall carry out that monitoring and reporting within all ports under the jurisdiction of a Member State and for any voyages to or from a port under the jurisdiction of a Member State."

Or. en

Justification
MRV data should be collected by the entity responsible for the operation of the ship, since this is the operator that can control the ship’s operational energy efficiency, including cargo carried, route and speed. The same entity should be responsible for buying and surrendering ETS certificates.

Amendment 120
Peter Liese, Maria Spyraki, Jens Gieseke

Proposal for a regulation
Article 1 – paragraph 1 a (new)
Regulation (EU) 2015/757
Article 4 – paragraph 1
1. In accordance with Articles 8 to 12, companies shall, for each of their ships, monitor and report on the relevant parameters during a reporting period. They shall carry out that monitoring and reporting within all ports under the jurisdiction of a Member State and for any voyages to or from a port under the jurisdiction of a Member State.


Justification

In 70% of EU controlled tonnage, shipowners & charterers are not the same. Thus, shipowners shall not be held responsible for the operational energy efficiency as charterers control e.g. speed, routing & cargo carried. The system fails to attribute operational energy efficiency to the operator, giving no incentives to charterers to take measures to improve the ship's operational energy efficiency. Shipowners are at risk of seeing their asset out of their control which can affect the ship's value.

Amendment 121
Alexandr Vondra

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

(1a) In Article 5, the following paragraph is added:

“2a. By 31 December 2021, the Commission shall adopt delegated acts in accordance with Article 23, in order to supplement this Regulation by further
specifying the methods for the reporting of methane (CH4) emissions from container ships, cruise ships and any other significant, or potentially significant, users of liquefied natural gas (LNG).”

Amendment 122
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb

Proposal for a regulation
Article 1 – paragraph 3 – point a – introductory part

Text proposed by the Commission Amendment

(a) points (e) and (f) are replaced by (a) point (e) is replaced by the following:

Or. en

Amendment 123
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb

Proposal for a regulation
Article 1 – paragraph 3 – point a
Regulation (EU) 2015/757
Article 9 – paragraph 1 – point f

Text proposed by the Commission Amendment

(f) cargo carried, on a voluntary basis; deleted

Or. en

Justification

Deletion of voluntary basis, whilst reverting back to original text in which cargo carried is a mandatory requirement.
Amendment 124
Peter Liese, Maria Spyrali, Pernille Weiss

Proposal for a regulation
Article 1 – paragraph 3 – point a
Regulation (EU) 2015/757
Article 9 – paragraph 1 – point f

Text proposed by the Commission
Amendment

(f) cargo carried, on a voluntary basis;
deleleted

Or. en

Justification

It is not appropriate to report cargo carried only on a voluntary basis because the cargo carried has a significant input on the efficiency and operators that operate their ships efficient should not get a disadvantage

Amendment 125
Catherine Chabaud, Fredrick Federley

Proposal for a regulation
Article 1 – paragraph 3 – point a
Regulation (EU) 2015/757
Article 9 – paragraph 1 – point f

Text proposed by the Commission
Amendment

(f) cargo carried, on a voluntary basis;
deleleted

Or. en

Amendment 126
Pernille Weiss

Proposal for a regulation
Article 1 – paragraph 3 – point a
Regulation (EU) 2015/757
Article 9 – paragraph 1 – point f
Text proposed by the Commission

(f) cargo carried, on a voluntary basis;  (f) cargo carried, on a mandatory basis;

Amendment

The Commission suggests to change a crucial element in its current MRV. Using the so-called ‘transport work’ (i.e. the quantity of cargo carried multiplied by distance sailed), the current MRV system delivers an accurate picture of ships’ energy efficiency. The key component of calculating the transport work (‘cargo carried’) is now suggested to become a voluntary monitoring parameter. This will jeopardizes the European maritime industry’s key incentive to decarbonize the sector.

Amendment 127
Hermann Tertsch

Proposal for a regulation
Article 1 – paragraph 3 a (new)
Regulation (EU) 757/2015
Article 9 – paragraph 2 – point a

Present text

(3a) in Article 9, paragraph 2, point a is replaced by the following:

(a) all of the ship’s voyage during the reporting period either start from or end at a port under the jurisdiction of a Member state; and

Amendment

"(a) no less than 90% of the ship’s voyage during the reporting period either start from or end at a port under the jurisdiction of a Member state; and"

Justification

It is a priority to reduce the administrative burden that the per voyage reporting system imposes to shortsea shipping (SSS) operators, especially if they also call in non EU ports.
Amendment 128
Maria Spyraki, Elissavet Vozemberg-Vrionidi

Proposal for a regulation
Article 1 – paragraph 3 a (new)
Regulation (EU) 2015/757
Article 9 – paragraph 2 – point a

Present text

(3a) In Article 9, paragraph 2, point a is replaced by the following:

(a) all of the ship's voyages during the reporting period either start from or end at a port under the jurisdiction of a Member State; and

Or. en

Justification

The per voyage reporting results to unjustified administrative burden for SSS vessels calling frequently at EU ports. 300 EU port calls is too high for these vessels. It is suggested lowering the threshold to 90 calls at EU ports in order to decrease the administrative burden without compromising the goal of the regulation. Moreover, SSS vessels can trade between non EU ports. In order to prevent the situation that these vessels are excluded from the possibility to make use of the threshold, the 90% requirement is proposed.

Amendment 129
Maria Spyraki, Elissavet Vozemberg-Vrionidi

Proposal for a regulation
Article 1 – paragraph 3 b (new)
Regulation (EU) 2015/757
Article 9 – paragraph 2 – point b

Present text

(3b) In Article 9, paragraph 2, point b is replaced by the following:

(b) the ship, according to its schedule, performs more than 300 voyages during the reporting period.

"(b) the ship, according to its schedule, performs more than 90 voyages during the reporting period."

AM\1201132EN.docx 71/107 PE648.521v01-00
The per voyage reporting results to unjustified administrative burden for SSS vessels calling frequently at EU ports. 300 EU port calls is too high for these vessels. It is suggested lowering the threshold to 90 calls at EU ports in order to decrease the administrative burden without compromising the goal of the regulation. Moreover, SSS vessels can trade between non EU ports. In order to prevent the situation that these vessels are excluded from the possibility to make use of the threshold, the 90% requirement is proposed.

Amendment 130
Hermann Tertsch

Proposal for a regulation
Article 1 – paragraph 3 b (new)
Regulation (EU) 757/2015
Article 9 – paragraph 2 – point b

Present text
(b) the ship, according to its schedule, performs more than 300 voyages during the reporting period

Amendment
(3b) Article 9, paragraph 2, point b is replaced by the following:

"(b) the ship, according to its schedule, performs more than 80 voyages during the reporting period"

Justification
it is a priority to reduce the administrative burden that the per voyage reporting system imposes to shortsea shipping (SSS) operators, especially if they also call in non EU ports

Amendment 131
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb
Proposal for a regulation
Article 1 – paragraph 4 – point a a (new)
Regulation (EU) 2015/757
Article 10 – paragraph 1 – point j a (new)

Text proposed by the Commission

Amendment

(aa) In Article 10, paragraph 1, the following point is added:
(ja) cargo carried.

Or. en

Amendment 132
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, Nicolás González Casares, César Luena

Proposal for a regulation
Article 1 – paragraph 5 – point a
Regulation (EU) 2015/757
Article 11 – paragraph 2

Text proposed by the Commission

Amendment

2. Where there is a change of company, the previous company shall submit to the Commission and to the authorities of the flag State concerned, as close as practical to the day of the completion of the change and no later than three months thereafter, a report covering the same elements as the emissions report but limited to the period corresponding to the activities carried out under its responsibility.;

2. Where there is a change of company, the previous company shall submit to the Commission and to the authorities of the flag State concerned, on the day of the completion of the change or as close as practical to the day of the completion of the change and no later than one month thereafter, a report covering the same elements as the emissions report but limited to the period corresponding to the activities carried out under its responsibility. The new company shall ensure that each ship under its responsibility complies with the requirements of this Regulation with regard to the remainder of the reporting period following the change.;

Or. en
Amendment 133
Jutta Paulus
on behalf of the Greens/EFA Group

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

Text proposed by the Commission

(5a) The following Chapter IIa is inserted:

"CHAPTER IIa
EMISSIONS REDUCTION

Article 12a
Reduction of emissions per transport work

Companies shall reduce their annual CO2 emissions per transport work linearly by at least 40% by 2030, compared to the average performance per category of ships of the same size and type in the first reporting period as referred to in Article 8.

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)
Companies shall, by 2030, reduce to zero the greenhouse gas emissions and air quality emissions of their ships when at berth, including through the use of shore-side electricity. The most polluting ships, including large passenger ships, shall reduce their emissions at berth to zero by 2025.

The Commission is empowered to adopt delegated acts in accordance with Article 23 to supplement this Regulation by further specifying the rules for the compliance and verification of compliance with the requirements set out in the first and second paragraphs of this Article, including rules on applying an annual linear reduction or intermediate targets up to 2030, and for the definition of appropriate categories for the relevant ships."

Or. en

Amendment 135
Mick Wallace

Proposal for a regulation
Article 1 – paragraph 5 a (new)
Regulation (EU) 2015/757
Chapter II a (new) – Article 12 a (new)

Text proposed by the Commission

(5a) The following Chapter IIa is inserted:

CHAPTER IIa
EMISSIONS REDUCTION

Article 12a

Emissions reduction requirements

1. Companies shall reduce their annual (GHG) emissions per transport work linearly by at least 40% by 2030, compared to the average performance per category of ships of the same size and type
in the first reporting period as referred to in Article 8.

2. The Commission is empowered to adopt delegated acts in accordance with Article 23 to supplement this Regulation by further specifying the rules for the compliance and verification of compliance with the requirements set out in paragraph 1 of this Article and for the determination of the appropriate size categories for the relevant ships. The rules shall include an annual linear or degressive reduction target or intermediate targets up to 2030.

Or. en

Justification

This amendment adheres to the rapporteur's draft report, but seeks to make it mandatory for the Commission to include linear and year on year targets in the delegated act.

Amendment 136
Catherine Chabaud

Proposal for a regulation
Article 1 – paragraph 5 a (new)
Regulation (EU) 2015/757
Chapter II a (new) – Article 12 a (new)

Text proposed by the Commission

(5a) The following Chapter II a is inserted:

CHAPTER IIa
EMISSIONS REDUCTION

Article 12a
Emissions reduction requirements

1. All ships of 400 gross tonnage and above shall reduce their annual CO2 emissions per transport work according to an annual carbon intensity reduction factor, to contribute to a reduction of at least 40% by 2030, of the global fleet,
compared to the average performance per category of ships of the same size and type in the first reporting period as referred to in Article 8.

2. The Commission is empowered to adopt delegated acts in accordance with Article 23 to amend this Regulation by further specifying the rules for the compliance and verification of compliance with the requirements set out in paragraph 1 of this Article, including to specify for each ship category its annual specific reduction target ensuring the achievement of the total fleet-wide target referred to in paragraph 1. The Commission is also empowered to specify a later starting date for ships with a tonnage below 5000, in accordance to their upcoming monitoring plans.

3. In the event of non-compliance with the reduction targets, Article 20 on sanctions shall apply.

Amendment 137
Jens Gieseke, Elissavet Vozemberg-Vrionidi, Maria Spyra

Proposal for a regulation
Article 1 – paragraph 5 a (new)
Regulation (EU) 2015/757
Chapter II a (new) – Article 12 a (new)

Text proposed by the Commission

Amendment

(5a) The following Chapter IIa is inserted:

Chapter IIa

Article 12a

In its Communication on the European Green Deal on 11 December 2019 the European Commission declared its intention to extend the system for greenhouse gas emission allowance trading within the Union to the maritime
sector. In the context of the staged approach as laid down in this Regulation, any proposal on regional measures to reduce CO2 emissions from shipping shall be preceded by a holistic and comprehensive impact assessment, in close consultation with all relevant stakeholders.

Or. en

Justification

Only a thorough impact assessment of an EU MBM for a global industry such as shipping can identify the risks on the EU shipping industry, trade, and by extension the EU economy. An IA would gauge the effectiveness of such a measure, in particular the probability of carbon leakage.

Amendment 138
Jens Gieseke, Maria Spyraki, Elissavet Vozemberg-Vrionidi

Proposal for a regulation
Article 1 – paragraph 5 b (new)
Regulation (EU) 2015/757
Chapter II a (new) – Article 12 a (new)

Text proposed by the Commission

Amendment

(5b) The following Chapter IIa is inserted:

Chapter IIa

Article 12a

In order to contribute to achieving the Union’s commitment to reducing its domestic and economy wide emissions under the Paris Agreement, and to implement the IMO Initial Strategy on reduction of GHG emissions from ships, this Regulation also imposes obligations to the sector to reduce CO2 emissions per transport work, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008.
Europe should continue its active role already taken at IMO, thereby demonstrating consistency and leadership, by transposing it at global level negotiated targets also on Union level.

Amendment 139
Catherine Chabaud

Proposal for a regulation
Article 1 – paragraph 5 b (new)
Regulation (EU) 2015/757
Article 20 – paragraph 1

Present text

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

Amendment

(5b) In Article 20, paragraph 1 is replaced by the following:

"1. Member States shall set up a system of penalties for failure to comply with the monitoring and reporting obligations set out in Articles 8 to 12 and with the emission reduction requirements set out in Article 12a, and shall take all the measures necessary to ensure that those penalties are imposed. The penalties provided for shall be effective, proportionate and dissuasive. Member States shall notify the provisions set out in this paragraph and paragraph 3 and 3a of this article, to the Commission by 1 July 2021, and shall notify to the Commission without delay any subsequent amendments."

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)

Amendment 140
Mick Wallace

Proposal for a regulation
Article 1 – paragraph 5 b (new)
Regulation (EU) 2015/757
Article 20 – paragraph 1

Present text

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

Amendment

(5b) In the Article 20, paragraph 1 is replaced by the following:

"1. Member States shall set up a system of penalties for failure to comply with the monitoring and reporting obligations set out in Articles 8 to 12, and with the requirements set out in Article 12a, including the application of exponential penalties to companies who do not meet annual linear or digressive or intermediate targets in accordance with Article 12a, and shall take all the measures necessary to ensure that those penalties are imposed. The penalties provided for shall be effective, proportionate and dissuasive. Member States shall notify those provisions to the Commission by 1 July 2021, and shall notify to the Commission without delay any subsequent amendments."

Or. en

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)

Amendment 141
Catherine Chabaud

Proposal for a regulation
Article 1 – paragraph 5 c (new)
Regulation (EU) 2015/757
Article 20 – paragraph 3 a (new)

Text proposed by the Commission

(5c) In Article 20, the following paragraph 3a is added:

"3a. In the case of ships that have failed to comply with the emission reduction requirements set out in Article 12a, the company shall be held liable for the payment of an excess emissions
penalty. Penalties shall apply to the excess emission of each tonne of carbon dioxide. Annual penalties for recurring failure to comply shall increase in a linear function. Payment of the excess emissions penalty shall not release the ship from its obligation under Article 12a. ”

Or. en

Amendment 142
Catherine Chabaud

Proposal for a regulation
Article 1 – paragraph 5 d (new)
Regulation (EU) 2015/757
Article 20 – paragraph 3 b (new)

(5d) In Article 20, the following paragraph 3b is added:

"3b. The Commission is empowered to adopt delegated acts in accordance with Article 23 to supplement this Regulation by further specifying the rules to identify the total amount of excess emissions of CO2 for companies that fail to comply with the requirements set out in Article 12a. The portion of the required reduction in CO2 emissions per transport work that a ship fails to achieve during each compliance period shall be carried over and added to the following year's requirement for the same ship. ”

Or. en

Amendment 143
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, César Luena
Proposal for a regulation  
**Article 1 – paragraph 5 b (new)**  
Regulation (EU) 2015/757  
Article 21 – paragraph 1

<table>
<thead>
<tr>
<th>Present text</th>
<th>Amendment</th>
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| 1. By 30 June each year, the Commission shall make publicly available the information on CO2 emissions reported in accordance with Article 11 as well as the information set out in paragraph 2 of this Article. | (5b) **Article 21, paragraph 1, is replaced by the following:**  
"1. By 30 June each year, the Commission shall make publicly available the information reported in accordance with Article 11 as well as the information set out in paragraph 2 of this Article. " |

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)

**Amendment 144**  
Mick Wallace

Proposal for a regulation  
**Article 1 – paragraph 5 c (new)**  
Regulation (EU) 2015/757  
Article 21 – paragraph 2 – point a

<table>
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<tr>
<th>Present text</th>
<th>Amendment</th>
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</table>
| (a) the identity of the ship (name, IMO identification number and port of registry or home port); | (5c) **In Article 21, paragraph 2, point a is replaced by the following:**  
"(a) the identity of the ship (name, **company**, IMO identification number and port of registry or home port); " |

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)

**Justification**

*The published information should also include ship owner or ship operator, depending on who is responsible for the emissions. The definition of 'company' in the Com proposal includes both:"(d) 'company' means the shipowner or any other organisation or person such as the manager or the bareboat charterer, which has assumed the responsibility for the operation of the ship from the shipowner ..."*
Amendment 145
Jutta Paulus
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 1 – paragraph 6 a (new)
Regulation (EU) 2015/757
Article 21 – paragraph 2 – point k a (new)

Text proposed by the Commission

(6a) In Article 21, paragraph 2 the following point is added:

(ka) the size of the ship

Amendment

Or. en

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)

Amendment 146
Peter Liese, Maria Spyraki

Proposal for a regulation
Article 1 – paragraph 6 a (new)
Regulation (EU) 2015/757
Article 21 – paragraph 2 – point k a (new)

Text proposed by the Commission

(6a) In Article 21, paragraph 2 the following point is added:

(ka) The Commission shall by 31 December 2020, after a proper impact assessment, propose an amendment to Directive 2003/87/EC to include emissions taking place as from 1 January 2023 from all ships that arrive at or depart from Union ports and are regulated by this Regulation.

To ensure the best possible environmental integrity and ensure the competitiveness of European ship owners and operators, the proposal shall be neutral on flags and ensure equal treatment, and all funds from full auctioning shall be used to
tackle climate change, in line with Articles 3ga to 3gc of Directive 2003/87/EC.

In the impact assessment the Commission, amongst others, shall examine the option to include other greenhouse gas emissions than CO2 in particular methane.

2. The Commission proposal referred to in paragraph 1 shall also, after a proper impact assessment, require that companies shall reduce their annual CO2 emissions per transport work by at least 50% by 2030, compared to the average performance per category of ships of the same size and type as compared to 2008. The Commission shall indicate how to achieve the 50% reduction by 2030 and suggest appropriate measures in order to reach the target as soon as possible; thereby considering the MEPC outcomes on the matter of short-term measures.

In the event of global agreement on market-based measures for maritime transport, Member States may allow reducing the prices for allowances for maritime transport by an equivalent amount required by the relevant global market-based measure for maritime transport.

If future IMO regulations come into force which are applicable to the same scope as the EU ETS and provide at least 75% of this, Union law shall be amended as appropriate to take these into account.

Revenues:

The revenues shall be invested in fighting climate change for example in research and technology. The proposal shall include a Maritime Transport Decarbonisation Fund, to be established for the period from 2021 to 2030, containing 50% of the revenues from the auctioning of allowances shall be allocated to the Fund to improve the energy efficiency of ships and support investment in innovative technologies and
infrastructure to decarbonise maritime transport, to invest in the electrification of transport, and the development of sustainable alternative fuels and zero-emission propulsion technologies. The Fund shall also support the commercial deployment of lower emission ships using fuels such as hydrogen and ammonia that are produced from renewables.

The Commission shall engage with third countries on how these can also make use of the Fund. The Commission will have to check how the revenues shall be distributed and which ships can benefit from the Fund.

Or. en

Justification

Must incl. shipping in ETS & agree on efficiency standards by separate proposal asap. Idea: fund allocation higher than in suggested proposal, all(!) revenues to fighting climate change & continuation of EU’s work at international level, no double burdening for ships entering EU. With real IMO ambition scheme, incl. of shipping in EU ETS could end. Base year 2018 would mean 60% efficiency reduction target by 2030, hurting early movers. Should stick to base year 2008. Compromise: 50% efficiency reduction compared to 2008: more ambitious than IMO but less ambitious than original proposal.

Amendment 147
Antoni Comín i Oliveres

Proposal for a regulation
Article 1 - paragraph 6 a (new)
Regulation (EU) 2015/757
Article 21 a (new)

Text proposed by the Commission

Amendment

(6a) The following Article 21a is inserted:

“Article 21a

Overall Assessment
1. By 31 December 2024, the Commission shall assess the correct overall implementation of this Regulation, taking into account developments to
decrease greenhouse gas emissions from maritime transport and at fulfilling the Union’s commitments under the Paris Agreement and the objectives under the European Green Deal.

2. The Commission shall propose additional measures to reduce air pollutants from ships with the introduction of new technologies, laid down in the assessment, after a consultation undertaken with the competent authorities.

3. The assessment shall be accompanied by a proposal to amend this Regulation. The Commission shall take into account the report or reports that the European Parliament might produce on this matter during the years prior to the assessment.

Amendment 148
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, Nicolás González Casares, César Luena

Proposal for a regulation
Article 1 – paragraph 6 a (new)
Regulation (EU) 2015/757
Article 21 a (new)

Text proposed by the Commission

(6a) The following Article 21a is inserted:

"Article 21a

Environmental performance labelling of ships

1. So as to incentivise emissions reductions and increase the transparency of information, the Commission shall set up a holistic Union labelling system for the environmental performance of the ships which shall apply to the ships
covered by this Regulation.

2. By 1 July 2021, the Commission shall adopt delegated acts in accordance with Article 23 to supplement this Regulation by setting out the detailed provisions of the functioning of the Union labelling system for the environmental performance of ships as well as the technical standards which constitute its basis."

Or. en

Amendment 149
Magdalena Adamowicz, Marian-Jean Marinescu

Proposal for a regulation
Article 1 – paragraph 6 a (new)
Regulation (EU) 2015/757
Article 22 – paragraph 3

Text proposed by the Commission

Amendment

(6a) In Article 22, paragraph 3 is deleted;

Or. en

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)

Justification

This amendment results from the need to include the establishment by the International Maritime Organisation (IMO) of a new global data collection system for ship fuel oil consumption data in Regulation 2015/757.

Amendment 150
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb, Nicolás González Casares, César Luena

Proposal for a regulation
Article 1 – paragraph 6 a (new)
Regulation (EU) 2015/757
Article 22 – paragraph 3
3. In the event that an international agreement on a global monitoring, reporting and verification system for greenhouse gas emissions or on global measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission shall review this Regulation and shall, if appropriate, propose amendments to this Regulation in order to ensure alignment with that international agreement.

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0757)

Amendment 151
Tiemo Wölken

Proposal for a regulation
Article 1 – paragraph 6 b (new)
Regulation (EU) 2015/757
Article 22 a (new)

Text proposed by the Commission

(6b) The following Article 22a is inserted:

"Article 22a
Review
1. By 31 December 2022, the Commission shall review the functioning of this Regulation, taking into account experience gained in its implementation, as well as other relevant developments aimed at reducing GHG emissions from maritime transport and at fulfilling the
Union’s commitments under the Paris Agreement. As part of the review, the Commission shall propose additional requirements to reduce air pollutants and wastewater discharges into open waters from ships, ensuring that reduction of emissions to the air do not lead to increased emission to the waters. The review shall, where appropriate, be accompanied by a proposal to amend this Regulation.


__________________


Or. en

Amendment 152
Alexandr Vondra

Proposal for a regulation
Article 1 – paragraph 6 a (new)
Regulation (EU) 2015/757
Article 22 a (new)

*Text proposed by the Commission*

(6a) The following Article 22a is inserted:

"Article 22a

Review

The Commission shall review the functioning of this Regulation, taking into account the experience gained in the implementation of this Regulation and the implementation of the global IMO DCS, as well as other relevant developments aimed at reducing GHG emissions from maritime transport. The outcome of this review may, if appropriate, be accompanied by a proposal to amend the Regulation."

*Amendment*

Or. en

Amendment 153
Peter Liese, Maria Spyraki, Pernille Weiss

Proposal for a regulation
Article 1 – paragraph 6 b (new)
Regulation (EU) 2015/757
Article 22 a (new)

*Text proposed by the Commission*

(6b) The following Article 22a is inserted:

"Article 22a

Review

for Member States to ensure that there is an adequate supply of shore-side electricity in maritime and inland ports.

2. By 31 December 2024, the Commission shall review the functioning of this Regulation, taking into account experience gained in its implementation, as well as other relevant developments aimed at reducing GHG emissions from maritime transport and at fulfilling the Union’s commitments under the Paris Agreement. As part of the review, the Commission shall propose additional requirements to reduce air pollutants from ships. The review shall, where appropriate, be accompanied by a proposal to amend this Regulation.

In line with Directive (EU) 2018/2001 of the European Parliament and of the Council, the Commission shall assess regulatory and administrative barriers and shall make proposals to remove unjustified barriers that hamper the uptake of installation of renewable energies in the ports."

Justification

This amendment corresponds with amendment 30 of the Rapporteur. A review by 2022 is much too early. That is why the review should be by 31 December 2024. Landside electricity created by renewable energy is an important tool to reduce emission especially in ports. In many ports the creation of renewable energy sources faces significant obstacles which need to be overcome.

Amendment 154
Magdalena Adamowicz, Marian-Jean Marinescu

Proposal for a regulation
Article 1 – paragraph 6 b (new)
Regulation (EU) 2015/757
Article 22 a (new)
The following Article 22a is inserted:

"Article 22a
Review
The Commission shall review the functioning of Regulation (EU) 2015/757, taking into account the additional experience gained during the implementation of that Regulation and of the global data collection system for ship fuel oil consumption data established by the International Maritime Organisation (IMO), in order to ensure greater compatibility between the two systems and reduce double reporting requirements."

Amendment 155
Mick Wallace

Proposal for a regulation
Article 1a (new)
Directive 2003/87/EC
Chapter IIa (new)


Article 3gb

Total quantity and method of allocation of allowances for maritime transport

1. By 1 December 2020, the Commission shall adopt delegated acts in accordance with Article 23 to supplement this Directive by setting the total quantity of allowances for maritime transport in line with other sectors based upon the average GHG emissions from the maritime sector over the period 2016-2018, as well as laying down the special provisions with regard to the administering Member State. The method of allocation of allowances for maritime transport shall be through full auctioning.

2. Articles 12 and 16 shall apply to allowances for maritime transport in the same manner as to allowances related to other activities.

3. 100% 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 3gc to improve the energy efficiency of ships and support investment in innovative technologies and infrastructure to decarbonise maritime transport, including in short sea shipping and ports, and no-regrets solutions such as renewable energy and energy efficiency breakthrough technologies and zero-
emission propulsion technologies.

Article 3gc

Maritime Transport Decarbonisation Fund

1. A Maritime Transport Decarbonisation Fund (‘the Fund’) shall be established for the period from 2021 to 2030 to improve the energy and emission efficiency of ships and support investment in innovative technologies and infrastructure to decarbonise maritime transport, including in short sea shipping and ports, no-regrets solutions such as renewable energy and energy efficiency breakthrough technologies and zero-emission propulsion technologies.

2. By way of derogation from Article 12 of this Directive, 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 Regulation (EU) 2015/757 to limit administrative burden for maritime companies, including small and medium sized companies and/or companies that are not frequently active within the scope of this Directive. The Fund shall surrender allowances collectively on behalf of maritime transport companies that are members of the Fund. The 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 surrender them to the registry established under Article 19 of this Directive by 30 April each year for subsequent cancellation. Information on contributions shall be made available to
the public.

4. The Fund shall invest in improving the energy and emission efficiency of ships and support innovative technologies and infrastructure to decarbonise maritime transport, including in short sea shipping and ports, no-regrets solutions such as renewable energy and energy efficiency breakthrough technologies and zero-emission propulsion technologies, through the revenues referred to in paragraph 3 of Article 3gb. All investment supported by the Fund shall be made public and be consistent with the aims of this Directive.

5. The Commission is empowered to adopt delegated acts in accordance with Article 23 to supplement this Directive concerning the implementation of this Article. With regards to the governance of the Fund, the Commission will ensure that the Fund is:

(a) centrally managed by an appropriate EU public body;

(b) transparent in its decision making process, including the setting of priority areas, criteria and grant allocation procedures;

(c) inclusive in its approach to stakeholder engagement, and

(d) governed by the principle of de-carbonising EU shipping in line with the Union’s overall climate objectives.

Article 3gd

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

1. Before 1 January 2022 and regularly thereafter, the Commission shall report to the European Parliament and to the Council on progress in the IMO negotiations to implement global mitigation measures for maritime transport to be applied to emissions from
2023, in particular with regard to: (i) the relevant IMO instruments, including standards and recommended practices; (ii) the establishment of a global registry; (iii) domestic measures taken by third countries to implement global climate change mitigation measures to be applied to emissions from 2023; (iv) the implications of reservations by third countries; and (v) other relevant international developments and applicable instruments.

In line with the UNFCCC’s global stocktake, the Commission shall also report on efforts to meet the maritime sector’s long-term emissions reduction goal of halving maritime GHG emissions relative to 2008 levels by 2050.

2. Within 12 months of the adoption by the IMO of relevant instruments, and before these instruments become operational, the Commission shall present a report to the European Parliament and to the Council in which it shall consider the rules applicable in respect of maritime transport within the EEA, as appropriate. It shall also examine the ambition and overall environmental integrity of the global measure decided upon by IMO, including its general ambition in relation to targets under the Paris Agreement, the level of participation, its 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.

Amendment 156
Jytte Guteland, Monika Beňová, Eric Andrieu, Milan Brglez, Mohammed Chahim, Javi López, Sylwia Spurek, Maria Arena, Miriam Dalli, Tudor Ciuhodaru, Sara Cerdas, Tiemo Wölken, Rovana Plumb
Proposal for a regulation
Article 1a (new)
Directive 2003/87/EC
Chapter IIa (new)

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
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<tbody>
<tr>
<td><strong>Article 1a</strong></td>
<td><strong>Amendments to Directive 2003/87/EC</strong></td>
</tr>
<tr>
<td><strong>Directive 2003/87/EC is amended as follows:</strong></td>
<td></td>
</tr>
<tr>
<td>(1) The following chapter is inserted in Directive 2003/87/EC:</td>
<td></td>
</tr>
<tr>
<td>&quot;CHAPTER IIa&quot;</td>
<td></td>
</tr>
<tr>
<td><strong>MARITIME TRANSPORT</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Article 3ga</strong></td>
<td></td>
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<tr>
<td><strong>Scope</strong></td>
<td></td>
</tr>
<tr>
<td>The provisions of this Chapter shall apply from 1 January 2021 to the allocation and issue 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 the provisions laid down in Regulation (EU) 2015/757 of the European Parliament and of the Council.</td>
<td></td>
</tr>
<tr>
<td><strong>Article 3gb</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total quantity and method of allocation of allowances for maritime transport</strong></td>
<td></td>
</tr>
<tr>
<td>1. By 1 December 2020, the Commission shall adopt delegated acts in accordance with Article 23 to supplement this Directive by setting the total quantity of allowances for the maritime transport sector in line with other sectors and the method of allocation of allowances for the maritime transport sector through auctioning, as well as laying down the special provisions with regard to the administering Member State.</td>
<td></td>
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</tbody>
</table>
| 2. Articles 12 and 16 shall apply to allowances for the maritime transport sector in the same manner as to
allowances related to other activities.

3. At least 70% 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 3gc.

4. The revenues generated from the auctioning of allowances that are not used through the Fund shall be included for use in the budget of the Union. The use of those revenues shall be consistent with the aims of this Directive and be used to tackle climate change in the Union and third countries or 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 available to the public.

5. The Commission shall monitor the implementation of this Chapter and possible trends as regards ships seeking to avoid being bound by the requirements of this Directive. If appropriate, the Commission shall propose measures to prevent such avoidance.

Article 3gc

Maritime Climate Fund

1. A Maritime Climate Fund (‘the Fund”) shall be established for the period from 2021 to 2030 to improve the energy efficiency of ships and support investment in innovative technologies, building of zero-emission ships, infrastructure to decarbonise the maritime transport sector, including in short sea shipping and ports, and the deployment of sustainable alternative fuels and zero-emission propulsion technologies. All investment supported by the Fund shall be consistent with the aims of this Directive.

2. By way of derogation from Article 12 of this Directive, maritime transport operators may pay an annual membership
contribution to the Fund in accordance with their total emissions reported for the preceding calendar year under Regulation (EU) 2015/757. The Fund shall surrender allowances collectively on behalf of maritime transport operators that are members of the Fund. The contribution per tonne of emissions shall be set by the Fund by 28 February each year, but shall be at least equal to the market 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 surrender them to the registry established under Article 19 of this Directive 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 public Union body whose governance structure shall be in accordance with the governance of the fund set out in Article 10a(8) of this Directive. 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 public.

5. The Commission is empowered to adopt delegated acts in accordance with Article 23 to supplement this Directive concerning the implementation of this Article.

__________________

Amendment 157
Catherine Chabaud, Pascal Canfin

Proposal for a regulation
Article 1a (new)
Directive 2003/87/EC
Chapter IIa (new)

Text proposed by the Commission

Amendment

Article 1a

Amendments to Directive 2003/87/EC
Directive 2003/87/EC is amended as follows:
(1) the following chapter is inserted:
CHAPTER IIa
MARITIME TRANSPORT
Article 3ga
Scope
The provisions of this Chapter shall apply from 1 January 2023 to the allocation and issue of allowances in respect of greenhouse gas emissions from ships covered by Regulation (EU) 2015/757 of the European Parliament and of the Council.
Article 3gb
Total quantity and method of allocation of allowances for maritime transport
1. By June 2021, the Commission shall adopt delegated acts in accordance with Article 23 to supplement this Directive by setting the total quantity of allowances for maritime transport in line with other sectors and the method of allocation of allowances for maritime transport through auctioning, as well as laying down the special provisions with regard to the administering Member State. The delegated act shall be based on
the best available data and on an assessment of the impacts of different options, including impacts on emissions as well as economic impacts.

2. Articles 12 and 16 shall apply to allowances for maritime transport in the same manner as to allowances related to other activities.

3. Member States shall use the revenues generated from the auctioning of allowances that are allocated to them, to tackle climate change in accordance with Article 10(3) of this Directive. They shall allocate a significant part of these revenues to the Blue Fund established according to Article 3gc. Each Member State shall participate to the Fund. National contributions should then be proportionate according to the importance of their exclusive economic zone and maritime economy. Member States shall report annually to the Commission about actions taken pursuant to the first subparagraph of this paragraph.

Article 3gc

Blue Fund

1. A Blue Fund (the Fund) operated at Union level shall be established to improve the energy efficiency of ships and support investment in innovative technologies and infrastructures to decarbonise maritime transport, including in short sea shipping and ports, and the deployment of sustainable alternative fuels and zero-emission propulsion technologies including wind technologies. The Fund shall also contribute to the protection, restoration and better management of marine ecosystems impacted by global warming, such as marine protected areas; and promote crosscutting sustainable blue economy such as renewable marine energy.

2. By way of derogation from Article 12 of this Directive, 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 Regulation (EU) 2015/757. The Fund shall surrender allowances collectively on behalf of maritime transport companies that are members of the Fund. The contribution per tonne of emissions shall be set by the Fund by 28 February each year, but shall be at least equal to the market 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 surrender them to the registry established under Article 19 of this Directive by 30 April each year for subsequent cancellation. Information on contributions shall be made available to the public.

4. All investment supported by the Fund shall be made public and be consistent with the aims of this Directive.

5. The Commission is empowered to adopt delegated acts in accordance with Article 23 to supplement this Directive concerning rules on the operation of the Fund, including Member States contributions, the selection procedure and criteria for investments

Article 3gd

International cooperation

In the event that an international agreement on global marked-based measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission shall review this Directive and shall, if appropriate, propose amendments in order to ensure alignment with that international agreement.

* Regulation (EU) 2015/757 of the

Or. en

Amendment 158
Alexandr Vondra

Proposal for a regulation
Article 1 a (new)
Directive 2003/87/EC
Chapter II a (new)

Article 1a

Amendments to Directive 2003/87/EC

Directive 2003/87/EC is amended as follows:

(1) the following chapter is inserted:

CHAPTER IIa
MARITIME TRANSPORT

Article 3ga
Scope

Further to the review clause referred to in Article 22a, and based on the outcome of a comprehensive impact assessment, the provisions of this Chapter shall apply, if appropriate, to the allocation and issue of allowances in respect of emissions from ships covered by Regulation (EU) 2015/757 of the European Parliament and of the Council*


Article 3gb

Total quantity and method of allocation of allowances for maritime transport

1. By [XX], in accordance with Article 3ga, the Commission shall adopt delegated acts in accordance with Article 23 to supplement this Directive by setting the total quantity of allowances for maritime transport in line with other sectors and the method of allocation of allowances for maritime transport through auctioning, as well as laying down the special provisions with regard to the administering Member State.

2. Articles 12 and 16 shall apply to allowances for maritime transport in the same manner as to allowances related to other activities.

3. At least 25% 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 3gc to improve the energy efficiency of ships and support investment in innovative technologies and infrastructure to decarbonise maritime transport, including in short sea shipping and ports, and assist in the process of port electrification, the deployment of sustainable alternative fuels, and zero-emission propulsion technologies.

4. At least 25% of the revenues generated from the auctioning of allowances referred to in paragraph 1 of this Article shall be used to improve energy storage solutions and marine batteries for use on ships or for hybrid marine and offshore applications, and to develop renewables-based maritime fuels through the Innovation Fund set out in Article 10a(8).

5. The remaining revenues generated from the auctioning of allowances
referred to in paragraph 1 of this Article shall be used to provide additional funding for the Modernisation Fund set out in Article 10d.

Article 3gc

Maritime Transport Decarbonisation Fund

1. A Maritime Transport Decarbonisation Fund (‘the Fund’) shall be established through the revenues referred to in paragraph 3 of Article 3gb. All investment supported by the Fund shall be made public and be consistent with the aims of this Directive.

Or. en

Amendment 159
Fredrick Federley

Proposal for a regulation
Article 1 a (new)
Directive 2003/87/EC
Chapter II a (new)

Text proposed by the Commission

Amendment

Article 1a

Amendments to Directive 2003/87/EC

Directive 2003/87/EC is amended as follows:

(1) the following chapter is inserted:

CHAPTER IIa

MARITIME TRANSPORT

Article 3ga

Scope

The provisions of this Chapter shall apply from 1 January 2023 to the allocation and issue of allowances in respect of greenhouse gas emissions from ships covered by Regulation (EU) 2015/757 of the European Parliament and of the
Council*

Article 3gb

Total quantity and method of allocation of allowances for maritime transport

1. By June 2021, the Commission shall adopt delegated acts in accordance with Article 23 to supplement this Directive by setting the total quantity of allowances for maritime transport in line with other sectors and the method of allocation of allowances for maritime transport through auctioning, as well as laying down the special provisions with regard to the administering Member State. The delegated act shall be based on the best available data and an assessment of the impact of different options, including impacts on emissions as well as economic impacts.

2. Articles 12 and 16 shall apply to allowances for maritime transport in the same manner as to allowances related to other activities.

3. The 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 maritime transport and the marine environment, to reduce emissions through low-emission transport, and to cover the cost of administering the EU ETS.

Article 3gd

International cooperation

In the event that an international agreement on global marked-based measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission shall review this
Directive and shall, if appropriate, propose amendments in order to ensure alignment with that international agreement.


Or. en