OPINION

of the Committee on Transport and Tourism

for the Committee on the Environment, Public Health and Food Safety


Rapporteur: Magdalena Adamowicz
SHORT JUSTIFICATION

The objective of this Commission proposal is to amend EU Regulation 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport in order to take appropriate account of the new global data collection system for ship fuel oil consumption data established by the International Maritime Organisation (IMO). The proposed amendments are technical adjustments that relate to definitions as well as monitoring parameters, plans and templates.

The rapporteur welcomes the fact that the Commission intends to use this proposal to simplify and reduce administrative procedures for shipping companies and administrations, while preserving the objectives of EU Regulation 2015/757 on monitoring, reporting and verification.

The rapporteur wishes to propose that the Commission 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.

AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to take account of the following amendments:

Amendment 1
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 European Parliament's Resolution of 15 January 2020 on the European Green Deal called for an increase of the EU’s domestic GHG reduction target for 2030 to 55% compared to 1990 levels and stressed the need for immediate and ambitious action with a view to reaching climate neutrality as soon as possible and by 2050 at the latest. 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 2
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 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. On 12 December 2019, the European Council published its Conclusions endorsing the more ambitious objective of achieving a climate-neutral EU by 2050, in line with the objectives of the Paris Agreement.

Amendment 3
Proposal for a regulation
Recital 4 a (new)

Text proposed by the Commission

(4a) A holistic approach is needed in order to successfully decarbonise the maritime transport sector. The necessary carbon emission reductions could be achieved by encouraging the further use of alternative fuels, alternative propulsion systems and new measures to improve and boost the energy efficiency of shipping vessels. In order to attain the most sustainable gains both for the
environment and for ship owners and ports, future legislative proposals should take into consideration the different initiatives and shared best practices already undertaken by the sector in light of the principle of technological neutrality.

**Amendment 4**

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 are 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 and to foster the uptake of new technologies. 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 EU MRV Regulation was adopted as the first step towards assimilating maritime transport emissions into the EU Emissions Trading System (ETS), so that the maritime transport sector makes a fair contribution to the Union’s reduction objectives. That assimilation process should be based on an impact assessment, taking into account that the international competitiveness of
EU-flagged vessels should be guaranteed.

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Amendment 5
Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

(6a) In its Resolution of 15 January 2020 on the European Green Deal, Parliament called for investment for research into maritime transport decarbonisation. Some of the revenue generated by the assimilation of maritime transport into the EU-EETS system should be invested for research into innovative maritime transport decarbonisation technologies and infrastructure and the deployment of sustainable alternative fuels and zero-emission propulsion technologies.

Amendment 6
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 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\(^{24}\) in October 2016 a data collection system for fuel oil consumption of ships ("the global IMO DCS").

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\(^{24}\) in October 2016 a data collection system for fuel oil consumption of ships ("the global IMO DCS"). The IMO also adopted on 13 April 2018 an initial strategy on the reduction of GHG emissions from ships, seeking to cap the increase of such emissions as soon as possible and to reduce them by at least 50% by 2050 compared to 2008. At the same time, the Member States and Associated Members...
of the IMO committed to reducing CO2 emissions per transport work, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards a 70% reduction by 2050.

Amendment 7
Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) Considering the co-existence of these two monitoring, reporting and verification systems, the Commission assessed pursuant to Article 22 of the EU MRV Regulation how to align the two systems so as to reduce administrative burden for ships, while preserving the objectives of the EU MRV Regulation.

Amendment

(9) Considering the co-existence of these two monitoring, reporting and verification systems, the Commission assessed pursuant to Article 22 of the EU MRV Regulation how to align the two systems so as to reduce administrative burden for ships, especially those owned by SMEs, while preserving the objectives of the EU MRV Regulation.

Amendment 8
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

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 "deadweight tonnage" and "cargo carried" parameters 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
of “distance travelled” should be based on global IMO DCS\textsuperscript{25} to reduce administrative burden.

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

\underline{Amendment 9}

Proposal for a regulation
Recital 14 a (new)

\textit{Text proposed by the Commission}

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

\underline{Amendment 10}

Proposal for a regulation
Recital 15 a (new)

\textit{Text proposed by the Commission}

\textit{(15a)} 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. The appropriateness of zero-emission port standards, sustainable alternative fuels and zero-emission propulsion technologies should be assessed by the Commission and the means to achieve those objectives should be implemented as soon as possible with the inclusion of stakeholders and relevant local authorities. Member States should be encouraged to speed up the development of zero-emission ports in order to improve the health of all citizens living in port
areas and coastal zones.

Amendment 11

Proposal for a regulation
Article 1 – paragraph 1 – point 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;

Amendment
(f) cargo carried

Amendment 12

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

Text proposed by the Commission  
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.

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. The new company shall ensure that each ship is in compliance with the requirements of this Regulation from the day of the completion of the change.

Amendment 13

Proposal for a regulation
Article 1 – paragraph 1 – point 5 – point b a (new)
Regulation (EU) 2015/757
Article 11– paragraph 3 – point xi a (new)
**Amendment 14**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 6 a (new)**

Regulation (EU) 2015/757

Article 21 – paragraph 6 a (new)

**Text proposed by the Commission**

(6 a) In Article 21, a new paragraph is added:

"6a. The European Maritime Safety Agency shall perform further statistical verifications of the data submitted under Article 11(1) to ensure that the data provided is consistent, in line with its 2020-2022 work programme."

**Amendment 15**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 6 b (new)**

Regulation (EU) 2015/757

Article 22 a (new)

**Text proposed by the Commission**

(6b) the following article is inserted:

**Article 22a**

The Commission shall continue to assess the functioning of Regulation (EU) 2015/757, by carrying out periodic impact assessments, taking into account the additional experience gained during the implementation of the that Regulation and of the global data collection system for ship fuel oil consumption data established by the IMO, in order on the one hand to ensure that there is maximum
compatibility between the two systems and eliminate double reporting requirements, and on the other to assess the effectiveness of the streamlining solutions for the sector and to intervene where necessary to ensure the competitiveness of the EU maritime sector. If a more ambitious global IMO DCS is reached, the Commission shall once again review the EU MRV Regulation with a view to further aligning it to the global IMO DCS.
## Title
Global data collection system for ship fuel oil consumption data

## References

## Committee responsible
Date announced in plenary
ENVI
11.2.2019

## Opinion by
Date announced in plenary
TRAN
11.2.2019

## Rapporteur
Date appointed
Magdalena Adamowicz
29.7.2019

## Discussed in committee
19.2.2020

## Date adopted
28.5.2020

## Result of final vote
|  | +: 32 | −: 12 | 0: 5 |

## Members present for the final vote
Magdalena Adamowicz, Andris Ameriks, José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Marco Campomenosi, Ciarán Cuffe, Jakop G. Dalunde, Johan Danielsson, Andor Deli, Karima Delli, Anna Deparnay-Grunenberg, Ismail Ertug, Gheorghe Falcă, Giuseppe Ferrandino, Mario Furore, Søren Gade, Isabel García Muñoz, Jens Gieske, Elsi Kaininen, Kateřina Konečná, Julie Lechanteux, Peter Lundgren, Benoît Lutgen, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Tilly Metz, Giuseppe Milazzo, Cláudia Monteiro de Aguiar, Caroline Nagtegaal, Jan-Christoph Oetjen, Philippe Olivier, Rovana Plumb, Dominique Riquet, Dorien Rookmaker, Massimiliano Salini, Sven Schulze, Vera Tax, Barbara Thaler, István Ujhelyi, Petar Vitanov, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Roberts Zīle, Kosma Złotowski

## Substitutes present for the final vote
Josianne Cutajar, Clare Daly, Roman Haider, Anne-Sophie Pelletier, Robert Roos
## FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

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Key to symbols:
+ : in favour
- : against
0 : abstention