AMENDMENTS
5 - 85

Draft opinion
Magdalena Adamowicz
(PE641.314v01-00)

Global data collection system for ship fuel oil consumption data

Proposal for a decision
Amendment 5  
Pär Holmgren  
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 (CO\textsubscript{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.

*Amendment*  

(1) Maritime transport has a *direct* impact on climate change and on air quality, as a result of carbon dioxide (CO\textsubscript{2}) emissions from shipping and other emissions that it generates, such as nitrogen oxides, sulphur oxides, methane, particulate matter and black carbon. In 2015, it emitted 13% of the *Union*’s total greenhouse gas emissions from transport\textsuperscript{15}. Maritime emissions are expected to increase by 86% above 1990 levels by 2050 unless further action is taken, despite the adoption of minimum ship efficiency standards by the International Maritime Organisation (IMO). International maritime shipping was the only means of transportation not included in the Union's commitment to reduce greenhouse gas emissions. *Without further action to integrate maritime emissions into the Union’s economy-wide and domestic greenhouse gas emissions targets, the projected increase in maritime emissions seriously risks endangering efforts taken by other sectors to reach the objective of becoming climate-neutral as soon as possible and by 2050 at the latest.*

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Amendment 6  
Vera Tax, Marianne Vind, Ismail Ertug  

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


Or. en

Amendment 7
Pär Holmgren

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) All sectors of the economy should contribute to the reduction of greenhouse gas emissions in line with the commitment of the co-legislators as expressed in Regulation (EU) 2018/842 of the European Parliament and of the Council\(^{16}\) and Directive (EU) 2018/410 of the European Parliament and of the Council\(^{17}\).


Amendment

(2) All sectors of the economy should contribute to the joint effort to complete the transition to net-zero greenhouse gas (GHG) emissions as soon as possible and by 2050 at the latest in line with the Union's commitments under the Paris Agreement and the European Council conclusions on climate change of 12 December 2019.


Amendment 8
Pär Holmgren

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 resolutions of the European Parliament of 14 March 2019 on climate change and of 28 November 2019 on the climate and environmental emergency 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, 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 international aviation and 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.
Amendment 9
Pierre Karleskind, Elsi Katainen

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 November 2019 on the climatic and environmental emergency and its Resolution of January 2020 on the European Green Deal 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 stressed the urgent need for immediate and enterprising initiatives in a bid to achieve climate neutrality. 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. fr

Amendment 10
Josianne Cutajar

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 has progressively raised its 2030 greenhouse gas (GHG) emissions reduction targets, by first setting a binding Union target by means of its Resolution of February 2014, subsequently followed by its Resolution of 28 November 2019 declaring a Climate Emergency and its European Green Deal Resolution of 15 January 2020, which increased the target to 55%.
is to deliver its fair share of global efforts.

Amendment 11
Pär Holmgren

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

(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.

Amendment

Or. en

Amendment 12
Clare Daly

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

(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. The communication of the Commission of 11 December 2019 on the European Green
Deal confirmed further action at Union level will be needed to address GHG emissions from the maritime sector, including its inclusion in the Union system for greenhouse gas emission allowance trading.

Amendment 13
Julie Lechanteux
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.

_or. fr_

Amendment 14
Josianne Cutajar
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.

Or. en

Amendment 15
Caroline Nagtegaal

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 improving and boosting the energy efficiency of the vessels. In order to attain the most sustainable gains both for the environment as well as for the shipowners

Amendment

(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 improving and boosting the energy efficiency of the vessels. In order to attain the most sustainable gains both for the environment as well as for the shipowners
and ports, further 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 16
Pierre Karleskind, Dominique Riquet, Elsi Katainen, Caroline Nagtegaal

Proposal for a regulation
Recital 5 a (new)

Text proposed by the Commission

(5a) In its resolution of 14 January 2020 on the European Green Pact (2019/2956), the European Parliament stressed the need for very ambitious EU greenhouse gas reduction targets in the international and European maritime sector and investment for research into maritime transport decarbonisation technology and the development of zero-emission ships;

Amendment

Or. fr

Amendment 17
Pär Holmgren

Proposal for a regulation
Recital 5 a (new)

Text proposed by the Commission

(5a) The communication of the Commission of 11 December 2019 on the European Green Deal sets out a roadmap of key policies and measures for the Union to become the first climate-neutral continent by 2050 at the latest. It confirmed that further action at Union
level will be needed to address GHG emissions from the maritime sector.

Amendment 18
Pierre Karleskind, Dominique Riquet, Elsi Katainen, Caroline Nagtegaal

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. 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), in line with EU greenhouse gas reduction commitments. This assimilation process must be based on an impact assessment concerning the competitiveness of EU operators and businesses and possible modal shifts, so that the international competitiveness of EU-flagged vessels is guaranteed. Some of the revenue generated by this
assimilation process should be invested for research into innovative maritime transport decarbonisation technologies and infrastructures and the deployment of sustainable alternative fuels and zero-emission propulsion technologies.


The most recent impact assessment, Commission working document (SWD2013-237), dates from 2013 and should be reviewed in the light of recent developments.

Amendment 19
Pär Holmgren
Proposal for a regulation
Recital 6

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 are due by 30 April 2019.

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 was adopted as a first step in a staged approach for the inclusion of maritime transport emissions as part of the Union's GHG reduction commitments and for the pricing subsequently of those emissions in line with the 'polluter pays' principle. When the EU MRV Regulation was adopted, the Commission committed to considering, in the context of future legislative proposals on maritime emissions, which next steps would be appropriate to ensure that the sector would make a fair contribution to
the Union's emission reduction objectives. The EU MRV Regulation obliges companies to monitor, report and verify the fuel consumption, CO\textsubscript{2} 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 CO\textsubscript{2} emissions within EEA ports. The first emissions reports were published on 30 June 2019.

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Or. en

Amendment 20
Josianne Cutajar

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, CO\(_2\) 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 CO\(_2\) 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\(^20\) (the “EU MRV Regulation”), which was complemented in 2016 with two Delegated Regulations\(^21\) and two Implementing Regulations\(^22\). The EU MRV Regulation \textit{was intended to be a first step aimed} to collect data on shipping emissions for further policymaking, 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, CO\(_2\) 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 CO\(_2\) emissions within EEA ports. The first emissions reports \textit{were} due by 30 April 2019 \textit{and were published by the Commission on 30 June 2019}.

\(^{20}\) Regulation (EU) 2015/757 of the


Maria Grapini

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 transport20 (the “EU MRV Regulation”), which was complemented in 2016 with two Delegated Regulations21 and two Implementing Regulations22. 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 transport20 (the “EU MRV Regulation”), which was complemented in 2016 with two Delegated Regulations21 and two Implementing Regulations22. 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.


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 consistency with that
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), 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").

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 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 entirely. 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.

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

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").


\(^{24}\) IMO Resolution MEPC.278(70) amending MARPOL Annex VI.

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 in April 2018 an initial strategy on the reduction of greenhouse gas emissions from ships aspiring, among others, to reduce CO\(_2\) 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.


\(^{24}\) IMO Resolution MEPC.278(70) amending MARPOL Annex VI.
Recital 8 a (new)

(8a) According to the Intergovernmental Panel on Climate Change (IPCC) report, published in October 2018, the alignment with a 2°C trajectory would have devastating impacts on the global environment and ecosystems as well as the economy compared to a 1.5°C trajectory. In order to achieve the 1.5°C scenario, the IPCC report also highlights that the timeframe for swift action is reducing quickly, and that all emitting sectors will need to contribute to a deep ranging transformation of the economy in the next 10 to 15 years.

Amendment 26
Maria Grapini

Proposal for a regulation
Recital 9

(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 for SMEs, while preserving the objectives of the EU MRV Regulation.

Amendment 27
Vera Tax, Marianne Vind, Ismail Ertug

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 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 parameter "deadweight tonnage" 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 to reduce administrative burden.

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25 IMO Resolution MEPC 282 (70).

Amendment 28
Pierre Karleskind, Caroline Nagtegaal

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 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 "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 global IMO DCS to reduce administrative burden.

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25 IMO Resolution MEPC 282 (70).

Or. en
25 IMO Resolution MEPC 282 (70).

Amendment 29
Pär Holmgren

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 DCS25 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 parameter "deadweight tonnage" should be reported *alongside the parameter "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 DCS25 to reduce administrative burden.

25 IMO Resolution MEPC 282 (70).

Amendment 30
Robert Roos
on behalf of the ECR Group
Peter Lundgren

Proposal for a regulation
Recital 13

*Text proposed by the Commission*

(13) Content of monitoring plans should be streamlined so as to take into

*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.

By way of derogation, short sea ships sailing in European waters should be exempt from the obligation to monitor on a per-voyage basis if they perform more than 30 voyages during the reporting period.

Amendment 31
Magdalena Adamowicz, Jens Gieseke, Elissavet Vozemberg-Vrionidi, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska

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 the 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 EU should engage constructively with IMO Member States to reach a global agreement on the GHG emissions reduction measures.

Amendment 32
Amendment 33
Pär Holmgren
Proposal for a regulation
Recital 13 b (new)

(13b) Given the results of the impact assessment accompanying the Commission proposal for the MRV Regulation, which showed that all options other than an EU ETS for maritime emissions would fall short of delivering emissions reductions in a manner that would be consistent with the white paper of the Commission of 28 March 2011 entitled: ‘Roadmap to a single European Transport Area’, Directive 2003/87/EC of the European Parliament and of the
Council\textsuperscript{1a} should be extended to cover maritime emissions.


Or. en

Amendment 34
Pär Holmgren

Proposal for a regulation
Recital 13 c (new)

\textit{Text proposed by the Commission}

\textbf{Amendment}

\textit{(13c) 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. The Commission should also require ports to adopt demurrage tariffs based on emissions.

Amendment 35
Josianne Cutajar

Proposal for a regulation
Recital 14 a (new)

Text proposed by the Commission

(14a) With a view to facilitating the further development of international rules within the IMO for the monitoring, reporting and verification of greenhouse gas emissions from maritime transport, the Commission should continue sharing relevant information on the implementation of this Regulation with the IMO and other international bodies on a regular basis. If a more ambitious global IMO DCS is reached, the Commission should once again review the EU MRV Regulation with a view to further aligning it to the global IMO DCS.

Amendment 36
Robert Roos
on behalf of the ECR Group
Peter Lundgren

Proposal for a regulation
Recital 14 a (new)
Text proposed by the Commission

(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 maximum compatibility between the two systems and eliminate double reporting requirements.

Or. en

Amendment 37
Pär Holmgren
Proposal for a regulation
Recital 14 a (new)

Text proposed by the Commission

(14a) In order to ensure that a high quality of data can be maintained and that data is published in the THETIS-MRV register, the European Maritime Safety Agency should be given the necessary powers and resources to be able to check emissions reported by verifiers.

Or. en

Amendment 38
Josianne Cutajar
Proposal for a regulation
Recital 14 b (new)

Text proposed by the Commission

(14b) Taking into consideration the greater ambition of the EU MRV Regulation compared to the global IMO DCS, the Commission should monitor the application of the EU MRV Regulation
and where necessary intervene to ensure the competitiveness of the EU maritime sector.

Amendment 39
Robert Roos, Peter Lundgren

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 and it should not be seen as an opportunity to introduce new obligations and commitments that move beyond the collection of data. The monitoring, reporting and verifying 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 40
Pär Holmgren

Proposal for a regulation
Recital 15
(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 41
Maria Grapini

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

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 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.
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.

sufficiently achieved by the Member States but can rather, by reason of its scale and effects, be better achieved at Union level, 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 42
Clare Daly

Proposal for a regulation
Recital 15 a (new)

*Text proposed by the Commission*

**Amendment**

(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 opportunity of zero-emission port standards, sustainable alternative fuels and zero-emission propulsion technologies should be assessed by the Commission and should implemented as soon as possible with the inclusion of stakeholders and relevant local authorities.

Amendment 43
Pierre Karleskind, Dominique Riquet

Proposal for a regulation
Recital 15 a (new)

*Text proposed by the Commission*

**Amendment**
(15a) 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 44
Clare Daly, Leila Chaibi

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 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 requires ships to reduce their CO₂ emissions per transport work for the year 2030.

International maritime shipping was the only means of transportation not included in the Union’s commitment to reduce greenhouse gas emissions before 2020, but shall be included in all the subsequent commitments."

Or. en
Amendment 45
Elissavet Vozemberg-Vrionidi, Jens Gieseke

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

Present text

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 carbon dioxide (CO2) emissions and of other relevant information from **entities that are responsible for the commercial operation of** 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

More than 70% of EU controlled tonnage is typically owned by one entity (the shipowner) and operated by another (the charterer). Shipowners cannot be held responsible for the operational energy efficiency of their asset when that asset is operated by a charterer, who has full control over parameters determining a ship’s carbon footprint such as speed, routing and cargo carried. Such a system fails to rightfully attribute operational energy efficiency to the party operating the ship, as the data “follows” the ship (the owner’s asset) and not the charterer (the polluter).
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 amendment applies throughout the text.)

Or. en


Justification

Methane is a greenhouse gas that has a direct influence on climate. Liquefied Natural Gas (LNG) is a marine fuel that consists mainly of methane. In order to judge the climate implications of using LNG as a marine fuel, methane emissions should be monitored, reported and verified.

Amendment 47
Pär Holmgren

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

Present text

Amendment

"
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.

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 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 the first reporting period as referred to in Article 8.

Or. en

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

400 gross tonnage and above in respect of 
GHG 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

International Law, in particular MARPOL VI, applies to ships of 400 GT or above. 
Furthermore, 500 gross ton vessels are often passenger ferries that operate for instance along 
the coast lines and between islands. They should therefore be covered too.

Amendment 49
Clare Daly, Leila Chaibi

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

Present text: 
1. This Regulation applies to ships 
above 5 000 gross tonnage in respect of 
\textit{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.

Amendment: 
(-1a) Article 2 (1) is replaced by the following:
"1. This Regulation applies to ships 
above 5 000 gross tonnage in respect of 
greenhouse gas emissions as defined in 
the Directive 2003/87/EC 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 50
Vera Tax, Marianne Vind, Ismail Ertug

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

Present text

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 ships above 5 000 gross tonnage in respect of CO2 and methane 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

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

Amendment 51
Elissavet Vozemberg-Vrionidi, Jens Gieseke

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

Present text

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 entities that are responsible for the commercial operation of the 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 to their next port of call, as well as within ports of call under the jurisdiction of a Member State. 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."


Justification

More than 70% of EU controlled tonnage is typically owned by one entity (the shipowner) and operated by another (the charterer). Shipowners cannot be held responsible for the operational energy efficiency of their asset when that asset is operated by a charterer, who has full control over parameters determining a ship’s carbon footprint such as speed, routing and cargo carried. Such a system fails to rightfully attribute operational energy efficiency to the party operating the ship, as the data “follows” the ship (the owner’s asset) and not the charterer (the polluter).

As a result, not only are charterers not incentivized to take steps to improve the ship’s operational energy efficiency but they can also operate the ship less efficiently, safe in the knowledge that the data collected under the MRV does not impact them in any way. Owners, on the other hand, run the real risk of seeing their asset categorized on the basis of parameters outside their control, which can significantly impact the ship’s value in an industry as competitive as shipping.

Amendment 52
Pär Holmgren

Proposal for a regulation

Article 1 – paragraph -1 b (new)

Regulation (EU) 2015/757

Article 2 – paragraph 2

Present text

Amendment

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

"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. As regards warships and naval auxiliaries,
reporting is limited to points a) to f) and point i) of Article 6(3)."

Or. en

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

Amendment 53
Clare Daly, Leila Chaibi

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

Present text

Amendment

(-1b) Article 2 (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


Amendment 54
Clare Daly, Leila Chaibi

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

Present text

Amendment

(-a) point a is replaced by the following:

"(a) ‘CO2 emissions’ means the release of GHG, defined in the Directive"

AM\1199771EN.docx 39/58 PE648.382v01-00
of CO2 into the atmosphere by ships; 2003/87/EC, by ships;"

Or. en

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

Text proposed by the Commission

Amendment

(-a) The following point is inserted:


Or. en

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

Text proposed by the Commission

Amendment
(d) ‘company’ means the entity that is responsible for the commercial operation of the ship and that pays for the fuel consumed by the ship, such as the shipowner, the manager, the time charterer or the bareboat charterer;

Justification

For many ships the time charterer and bareboat charterer pay for the fuel, which the ship consumes and have control over the commercial parameters that determine the ship’s operational energy efficiency, such as speed, cargo carried and route. As such, the data collected under the MRV should be attributed to and monitored and reported by the commercial entities that are responsible for the operational control of a vessel.

Amendment 57
Elissavet Vozemberg-Vrionidi, Jens Gieseke

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) In Article 4, paragraph 1 is replaced by the following:

"1. In accordance with Articles 8 to 12, companies shall, for each of the ships under their commercial operational control, 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

(https://eur-lex.europa.eu/legal-
Justification

For many ships the time charterer and bareboat charterer pay for the fuel, which the ship consumes and have control over the commercial parameters that determine the ship’s operational energy efficiency, such as speed, cargo carried and route. As such, the data collected under the MRV should be attributed to and monitored and reported by the commercial entities that are responsible for the operational control of a vessel.

Amendment 58
Pär Holmgren

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

Text proposed by the Commission

Amendment

(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 greenhouse gas emissions other than CO2 emissions including methane slips from engines, from ships as well as emissions that effect air quality.

Or. en

Amendment 59
Vera Tax, Marianne Vind, Ismail Ertug

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

Text proposed by the Commission

Amendment

(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 on board methane slips.

Or. en

Amendment 60
Pär Holmgren

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;

Amendment

deleted

Or. en

Amendment 61
Vera Tax, Marianne Vind, Ismail Ertug

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;

Amendment

(f) cargo carried;

Or. en

Justification

Monitoring the parameter "cargo carried" should be compulsory in order to measure the efficiency of a voyage, as well as its carbon footprint.
Amendment 62  
Robert Roos, Peter Lundgren

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

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

"(b) the ship, according to its schedule, performs more than 30 voyages during the reporting period."

Or. en

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

Justification

Monitoring on a per-voyage basis is for the crew and the personnel on shore very burdensome, given the high frequency of calling at an EU port. However, the current threshold of 300 means in practice that many short sea vessels, other than ferries sailing on short distances, can’t make use of the provision to report on a per-year basis. Lowering the threshold to 30 would still mean that the goals of the regulation are met, but will reduce the administrative burden on crew and shore personnel substantially.

Amendment 63  
Pär Holmgren

Proposal for a regulation  
Article 1 – paragraph 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

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, on as close as practical to the day of the completion of the change or as close as practical thereto and no later than three one months thereafter, a report covering
but limited to the period corresponding to the activities carried out under its responsibility.

the same elements as the emissions report but limited to the period corresponding to the activities carried out under its responsibility.

Amendment 64
Vera Tax, Marianne Vind, Ismail Ertug

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

Text proposed by the Commission

Amendment

(ba) a new point (xia) is added to paragraph 3(a):

(xia) cargo carried;

Amendment 65
Pär Holmgren

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 is inserted:

« CHAPTER II a

Emission reduction measures

Article 12a

Emissions reduction targets, ships and berthing standards

1. Companies shall 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.

2. Companies shall reduce to zero their GHG emissions and emissions related to air quality when at berth as of 2030.

3. 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, including the possibility of applying an annual linear or degressive reduction or intermediate targets up to 2030, and for the determination of the appropriate size categories for the relevant ships."

Amendment 66
Clare Daly, Leila Chaibi

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 is inserted:

« CHAPTER IIa

EMISSIONS REDUCTION

Article 12a

Emissions reduction requirements

1. Companies shall 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
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, including applying an annual linear or degressive reduction or intermediate targets up to 2030, and for the determination of the appropriate size categories for the relevant ships.”

Amendment 67
Søren Gade

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 is inserted:*

"CHAPTER IIa
EMISSIONS REDUCTION

Article 12a

Emissions reduction requirements:
Companies shall reduce their annual $CO_2$ emissions per transport work by at least 40% by 2030, compared to 2008."

Amendment 68
Pär Holmgren

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

Text proposed by the Commission

(5b) CHAPTER IIa
Article 12 b

Emission related charging

To provide incentives for fuel saving, route management and slow steaming and for the reduction of CO2 emissions from ships above 400 gt the data gathered through the monitoring and reporting specified in chapter ii shall be used to charge vessels covered under the scope of this regulation on the basis of their emission. The Commission shall propose a detailed but simple charging system through delegated acts.

Or. en

Amendment 69
Pierre Karleskind, Dominique Riquet

Proposal for a regulation
Article 1 – paragraph 5 a (new)
Regulation (EU) 2015/757
Article 15 – paragraph 5 a (new)

Text proposed by the Commission

(5a) In Article 15, a new paragraph is inserted:

5a. The European Maritime Safety Agency shall verify more closely the information provided under Article 11(1) to ensure the consistency thereof, in line with its 2020-2022 work programme.

Or. fr

Amendment 70
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.

Present text

Amendment

(5c) 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 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 those provisions to the Commission by 1 July 2021, and shall notify to the Commission without delay any subsequent amendments."


Amendment 71
Vera Tax, Marianne Vind, Ismail Ertug

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

Present text

Amendment

(5a) Article 21 (1) is replaced by the following:

"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.

Amendment 72
Clare Daly, Leila Chaibi

Proposal for a regulation
Article 1 – paragraph 5 b (new)
Regulation (EU) 2015/757
Article 21 – paragraph 1

Present text

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.

Amendment

(5b) Article 21 (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. Information on the same ship reported by different companies within the same reporting period shall not be aggregated."

Amendment 73
Pär Holmgren

Proposal for a regulation
Article 1 – paragraph 5 d (new)
Regulation (EU) 2015/757
Article 21 – paragraph 1

Present text

Amendment
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.

(5d) In 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"

Or. en


Amendment 74
Vera Tax, Marianne Vind, Ismail Ertug

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

Amendment

(6a) in Article 21 (2) a new point (ka) is added:

(ka) cargo carried.

Or. en

Amendment 75
Clare Daly, Leila Chaibi

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

Amendment

(6a) In Article 21, paragraph 2, a new point (ka) is added:

(ka) the identity of the ship (name, name of the company, IMO identification
number and port of registry or home port);

Or. en

Amendment 76
Marianne Vind, Vera Tax

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

Text proposed by the Commission
Amendment

(6b) In Article 21(2), a new point (kb) is added:

"(kb) name of the shipowner"

Or. en

Amendment 77
Marianne Vind, Vera Tax

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

Text proposed by the Commission
Amendment

(6c) In Article 21(2), a new point (kc) is added:

" (kc) name of the company (if different from the shipowner)"

Or. en

Amendment 78
Pär Holmgren

Proposal for a regulation
Article 1 – paragraph 6 a (new)
Regulation (EU) 2015/757
Article 21 – paragraph 5 a (new)

Text proposed by the Commission

(6a) In Article 21, paragraph 5 a is inserted:

5a. Where the Commission’s reporting obligations in paragraph 4 and 5 reveal, that the reductions of CO2 emissions are insufficient to meet the emissions reduction target for the maritime transport sector defined in article 1, the Commission should make a proposal to the European parliament and the Council for further reduction measures.

Or. en

Amendment 79
Pär Holmgren

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

Present text

6. Within the framework of its mandate, EMSA shall assist the Commission in its work to comply with this Article and Articles 12 and 17 of this Regulation, in accordance with Regulation (EC) No 1406/2002 of the European Parliament and of the Council.

Amendment

(6b) In Article 21, paragraph 6 is replaced by the following:

"6. Within the framework of its mandate as defined by Regulation (EC) No 1406/2002 of the European Parliament and the Council, and in agreement with the Commission, EMSA shall assist to comply with any provision of this regulation, including with the help of emission detecting drones."

_________________

Amendment 80
Pär Holmgren

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

Text proposed by the Commission

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

"6a. EMSA shall perform further statistical verifications of the data submitted under article 11 paragraph 1 to ensure the consistency of the data provided, and if needed request clarifications from the companies."

Amendment

Or. en

Amendment 81
Josianne Cutajar

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

Present text

(6a) In Article 22, paragraph 3 is replaced by the following:

3. In the event of modifications to the global IMO DCS, the Commission shall further review the EU MRV Regulation and shall, if appropriate, propose
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 such international agreement.

Or. en


<table>
<thead>
<tr>
<th>Amendment 82</th>
<th>Pär Holmgren</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposal for a regulation</td>
<td>Amendment</td>
</tr>
<tr>
<td>Article 1 – paragraph 6 d (new)</td>
<td>In Article 22, paragraph 3 a is added:</td>
</tr>
<tr>
<td>Regulation (EU) 2015/757</td>
<td>3a. The charging system referred to in chapter IIa shall be adjusted to take account of any international agreement with at least an equivalent effect on the reduction of GHG emissions when in force</td>
</tr>
</tbody>
</table>

Amendment 83
Robert Roos, Peter Lundgren

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

Text proposed by the Commission | Amendment

AM\1199771EN.docx 55/58 PE648.382v01-00
(6a) A new 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 maximum compatibility between the two systems and eliminate reporting requirements.’

Or. en

Amendment 84
Josianne Cutajar

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

Text proposed by the Commission

(6b) A new Article 22a is inserted:

Article 22a

The Commission shall continue assessing the functioning of the EU MRV Regulation, through periodic impact assessments, also taking into account the additional experience gained during the implementation of the revised Regulation and of the global IMO DCS, with an end to assess the effectiveness of the streamlining solutions for the sector. The Commission shall intervene, if necessary, to ensure greater compatibility between the two systems, to further reduce double reporting requirements and to protect the competitiveness of the EU maritime sector.
Amendment 85
Pär Holmgren

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

Article 22 a (new)

Text proposed by the Commission

(6e) A new 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 from ships. The review shall, where appropriate, be accompanied by a proposal to amend this Regulation.


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