



**2020/2276(INI)**

24.3.2021

# **AMENDMENTS**

## **1 - 97**

**Draft opinion**  
**Izaskun Bilbao Barandica**  
(PE689.483v01-00)

A new approach to the Atlantic maritime strategy  
(2020/2276(INI))



**Amendment 1**  
**Jutta Paulus**

**Draft opinion**  
**Recital A a (new)**

*Draft opinion*

*Amendment*

***A a. having regard to the Agreement adopted at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (COP21) in Paris on 12 December 2015 (the Paris Agreement);***

Or. en

**Amendment 2**  
**Jutta Paulus**

**Draft opinion**  
**Recital A b (new)**

*Draft opinion*

*Amendment*

***A b. having regard to the Commission communication of 20 May 2020 entitled ‘EU Biodiversity Strategy for 2030: Bringing nature back into our lives’ (COM(2020)0380);***

Or. en

**Amendment 3**  
**Jutta Paulus**

**Draft opinion**  
**Recital A c (new)**

*Draft opinion*

*Amendment*

***A c. having regard to the European Parliament resolution of 28 November 2019 on the climate and environment emergency;***

**Amendment 4**

**Jutta Paulus**

**Draft opinion**

**Recital A d (new)**

*Draft opinion*

*Amendment*

***A d. having regard to Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood risks;***

Or. en

**Amendment 5**

**Jutta Paulus**

**Draft opinion**

**Recital A**

*Draft opinion*

*Amendment*

A. whereas the blue economy ***in*** the Atlantic ocean accounts for 36 % of the EU's blue economy gross added value;

A. whereas the ***concept of*** blue economy ***has been established to maintain healthy oceans and to facilitate the preservation and restoration of their ecosystems as essential for the humankind,*** the Atlantic ocean accounts for 36 % of the EU's blue economy gross added value;

Or. en

**Amendment 6**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Caroline Nagtegaal**

**Draft opinion**

**Recital A**

*Draft opinion*

A. whereas the blue economy in the Atlantic ocean ***accounts for*** 36 % of the EU's blue economy gross added value;

*Amendment*

A. whereas the blue economy in the Atlantic ocean ***generated EUR 73.4 billion of Gross Value Added (GVA) representing*** 36 % of the EU's blue economy gross added value ***and employed 1.29 million people in 2017;***

Or. en

**Amendment 7**  
**Dominique Riquet**

**Draft opinion**  
**Recital A a (new)**

*Draft opinion*

*Amendment*

***A a. whereas the Latin American and Caribbean region represents the EU's fifth largest trade partner and that the EU is the top investor and second trade partner of the Latin American and Caribbean region, resulting in significant maritime transport flows between the two;***

Or. en

**Amendment 8**  
**Sara Cerdas, Isabel García Muñoz, Josianne Cutajar, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**  
**Recital A a (new)**

*Draft opinion*

*Amendment*

***A a. whereas the blue economy sector must contribute to the clean energy transition, in particular by the exploration of renewable energies growing potential offshore and by a more sustainable management of the maritime space;***

**Amendment 9**

**Leila Chaibi**

**Draft opinion**

**Recital A a (new)**

*Draft opinion*

*Amendment*

***A a. whereas the IPCC Special Report on the Ocean and Cryosphere in a Changing Climate have shown the various threats for the sea and the coastline, especially the sea level rise;***

Or. en

**Amendment 10**

**Jutta Paulus**

**Draft opinion**

**Recital A e (new)**

*Draft opinion*

*Amendment*

***A e. whereas the EU needs to build better response to threats and emergencies, for instance guarding against marine pollution, including from accidents;***

Or. en

**Amendment 11**

**Jutta Paulus**

**Draft opinion**

**Recital B**

*Draft opinion*

*Amendment*

**B. whereas increased coordination and cooperation between the Atlantic regions constitute the only way forward towards**

**B. whereas increased coordination and cooperation between the Atlantic regions constitute the only way forward towards *a***

mitigating the effects of the current COVID-19 crisis;

*more efficient and environmentally sustainable guidance of transport flows to end-markets, in order to avoid more harmful road transport and mitigating the effects of the current COVID-19 crisis, as well as the climate and biodiversity crises which affect ocean habitats and coastal communities;*

Or. en

#### **Amendment 12**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

#### **Draft opinion Recital B**

##### *Draft opinion*

B. whereas increased coordination and cooperation between the Atlantic regions constitute the only way forward towards mitigating the effects of the current COVID-19 crisis;

##### *Amendment*

B. whereas increased coordination and cooperation between the Atlantic regions constitute the only way forward towards mitigating the effects of the current COVID-19 crisis *and the side effects of Brexit*;

Or. en

#### **Amendment 13 Jutta Paulus**

#### **Draft opinion Recital B a (new)**

##### *Draft opinion*

##### *Amendment*

*B a. whereas the EU's recovery efforts are centred on the notion of sustainability, which underpins the European Green Deal adopted by the European Commission in December 2019; whereas this ambitious package of measures aims to make Europe the first climate-neutral continent and boost the health of our planet, economy and people;*

**Amendment 14**

**Sara Cerdas, Isabel García Muñoz, Josianne Cutajar, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Recital B a (new)**

*Draft opinion*

*Amendment*

***B a. whereas several sectors of the blue economy are likely to be affected by the current crisis, in particular coastal and maritime tourism; Whereas the blue economy must be used strategically to help repair the economic and social damage caused by the COVID-19 pandemic;***

Or. en

**Amendment 15**

**Carles Puigdemont i Casamajó**

**Draft opinion**

**Recital B a (new)**

*Draft opinion*

*Amendment*

***B a. whereas the Atlantic Ocean has historically had a high-value strategic factor for Europe, as it represents a potential that may be significantly enhanced by scientific and technological development;***

Or. en

**Amendment 16**

**Sara Cerdas, Isabel García Muñoz, Josianne Cutajar, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**



## Recital C

### *Draft opinion*

C. whereas the action plan adopted by the Commission to update its Atlantic maritime strategy includes the same principles set out in the European Green Deal and in its digital strategy;

### *Amendment*

C. whereas the action plan adopted by the Commission to update its Atlantic maritime strategy includes the same principles set out in the European Green Deal and in its digital strategy; ***Taking into account the United Nations Sustainable Development Goals;***

Or. en

## Amendment 17 Jutta Paulus

### Draft opinion Recital C a (new)

### *Draft opinion*

### *Amendment*

***C a. whereas healthy oceans and the preservation and restoration of their ecosystems are essential for humankind as climate regulators, as producers of at least half the oxygen in the Earth's atmosphere, as hosts of biodiversity, as a source for global food security and human health, and as a source of economic activities including fisheries, transport, trade, tourism, renewable energy and health products, which should be based on the principle of sustainability; whereas the EU maritime sector's total economic impact contributed EUR 149 billion to EU GDP in 2018 and supports more than 2 million jobs<sup>1a</sup>;***

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<sup>1a</sup> ***Oxford Economics (2020: The Economic Value of the EU Shipping Industry).***

Or. en

**Amendment 18**  
**Jutta Paulus**

**Draft opinion**  
**Recital C b (new)**

*Draft opinion*

*Amendment*

***C b. whereas global CO<sub>2</sub> emissions from maritime transport are projected to increase by 90 % to 130 % of 2008 emissions by 2050 if we continue business as usual<sup>1b</sup>; whereas according to the UN Emissions Gap Report 2020, international emissions from shipping and aviation could use up 60-220% of allowable CO<sub>2</sub> emissions under 1.5°C scenarios by 2050, if no ambitious measures are adopted; whereas given that the average lifespan of a ship can be 25 to 30 years, maritime transport decisions taken today will be critical for 2050 emission levels; whereas the sector has so far not been included in the Union's commitment to reducing GHG emissions;***

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<sup>1b</sup> *Fourth IMO GHG Study, 2020.*

Or. en

**Amendment 19**  
**Jutta Paulus**

**Draft opinion**  
**Recital C c (new)**

*Draft opinion*

*Amendment*

***C c. whereas green shipping and innovative port activities will contribute to reducing EU's carbon and environmental footprint; whereas marine fuels are not taxed; whereas electricity on board is generated by burning fuel, even when vessels are docked; whereas, unlike shore side electricity, this fuel is exempt from tax;***

**Amendment 20**

**Jutta Paulus**

**Draft opinion**

**Recital C d (new)**

*Draft opinion*

*Amendment*

***C d. whereas the communication on Tourism and transport in 2020 and beyond also underscores the importance of protecting and restoring Europe's land and marine natural capital, in line with the strategic approach for a sustainable blue and green economy;***

Or. en

**Amendment 21**

**Jutta Paulus**

**Draft opinion**

**Recital C e (new)**

*Draft opinion*

*Amendment*

***C e. whereas the Green Deal emphasises the essential role of offshore renewables production for the transition to a climate-neutral economy; highlights the need for a more sustainable management of maritime space to unlock the potential of offshore renewables;***

Or. en

**Amendment 22**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**

**Paragraph 1**

*Draft opinion*

1. Supports the principle of sustainable development as the main driver for economic growth in the EU; calls on the Commission to promote research, development and innovation as tools that contribute towards the clean energy transition;

*Amendment*

1. Supports the principle of sustainable development as the main driver for economic growth in the EU ***and particularly in the Atlantic area, through maritime transport, shipbuilding, biotechnology, fishing and aquaculture, green tourism, offshore wind, wave and tidal energy***; calls on the Commission to promote research, development and ***place based*** innovation as tools that contribute towards the clean energy transition, ***in the areas of renewables, alternative fuels and the diversification of the EU's energy sources as well as to be able to interconnect the territorial smart specialisation strategies pivotal for new industrial value chains***;

Or. en

**Amendment 23**  
**Carles Puigdemont i Casamajó**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Supports the principle of sustainable development as the main driver for economic growth in the EU; calls on the Commission to promote research, development and innovation as tools that contribute towards the clean energy transition;

*Amendment*

1. Supports the principle of sustainable development as the main driver for economic growth in the EU; calls on the Commission to promote research, development and innovation as tools that contribute towards the clean energy transition ***with the support of high-quality technological tools, for which both the US and the EU should also strongly and closely cooperate***;

Or. en

**Amendment 24**  
**Jutta Paulus**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Supports the principle of sustainable development as the main driver for economic growth in the EU; calls on the Commission to promote research, development and innovation as tools that contribute towards *the* clean *energy* transition;

*Amendment*

1. Supports the principle of sustainable development as the main driver for economic growth in the EU; calls on the Commission to promote research, development and innovation as tools that contribute towards *a* clean transition; ***highlights that the EU's recovery efforts must be centred on sustainability in line with the Green Deal objectives;***

Or. en

**Amendment 25**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**  
**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1 a. Points out that a revamped blue economy in the Atlantic Area can contribute to the clean energy transition, via the rising potential of offshore renewable energies and the more sustainable management of maritime space;***

Or. en

**Amendment 26**

**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1 a. Calls on the Commission and the industry to evaluate the benefit of***

*establishing an European Partnership for maritime transport to foster innovation within the sector;*

Or. en

**Amendment 27**

**Leila Chaibi**

**Draft opinion**

**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

*1 a. Calls on the Commission to include in a cross-cutting way in its strategy the adaptation to climate change and its numerous consequences for the Atlantic area;*

Or. en

**Amendment 28**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**

**Paragraph 1 b (new)**

*Draft opinion*

*Amendment*

*1 b. Recalls the importance of incentivising and investing in value chains for economically viable and sustainable products, processes and businesses aiming at achieving climate neutrality, resource efficiency, circularity, while maintaining and developing international competitiveness;*

Or. en

**Amendment 29**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen,**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Calls on the Commission and the Member States to complete priority projects included in the Trans-European Transport Network for the Atlantic Arc; underlines the fact that the various macro-regional strategies have been effective at facilitating cooperation, recovery and the efficient use of EU programmes; calls, therefore, on the Commission to draft an Atlantic macro-regional strategy based on the current sea basin strategy for the Atlantic;

*Amendment*

2. Calls on the Commission and the Member States to complete priority projects included in the Trans-European Transport Network for the Atlantic Arc, ***especially in cross border areas and in the context of the future TEN-T guidelines and the Connecting Europe Facility (2021-2027), to promote the development of the TEN-T Motorways of the Sea and a comprehensive multimodal transport system across the Atlantic region; stresses the need to give priority to sustainable modes of transport such as rail and maritime transport***; underlines the fact that the various macro-regional strategies have been effective at facilitating cooperation, recovery and the efficient use of EU programmes ***such as Feder and Interreg or the Smart Specialisation Strategies***; calls, therefore, on the Commission to draft an Atlantic macro-regional strategy based on the current sea basin strategy for the Atlantic ***to harness sustainable and inclusive economic, social and territorial cohesion in this geographic area; stresses that its governance must likewise be based on the principle of multi-level governance to ensure effective regional participation***;

Or. en

**Amendment 30**  
**Isabel García Muñoz, Sara Cerdas**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Calls on the Commission and the Member States to complete priority

*Amendment*

2. Calls on the Commission and the Member States to complete priority

projects included in the Trans-European Transport Network for the Atlantic Arc; underlines the fact that the various macro-regional strategies have been effective at facilitating cooperation, recovery and the efficient use of EU programmes; calls, therefore, on the Commission to draft an Atlantic macro-regional strategy based on the current sea basin strategy for the Atlantic;

projects included in the Trans-European Transport Network for the Atlantic Arc ***and that projects should pay particular attention to special needs regarding connectivity and accessibility for peripheral, islands and outermost regions of the Atlantic***; underlines the fact that the various macro-regional strategies have been effective at facilitating cooperation, recovery and the efficient use of EU programmes; calls, therefore, on the Commission to draft an Atlantic macro-regional strategy based on the current sea basin strategy for the Atlantic ***in cooperation with national, regional and local authorities, as well as other relevant stakeholders***;

Or. en

### **Amendment 31** **Carles Puigdemont i Casamajó**

#### **Draft opinion** **Paragraph 2**

##### *Draft opinion*

2. Calls on the Commission and the Member States to complete priority projects included in the Trans-European Transport Network for the Atlantic Arc; underlines the fact that the various macro-regional strategies have been effective at facilitating cooperation, recovery and the efficient use of EU programmes; calls, therefore, on the Commission to draft an Atlantic macro-regional strategy based on the current sea basin strategy for the Atlantic;

##### *Amendment*

2. Calls on the Commission and the Member States to complete priority projects included in the Trans-European Transport Network for the Atlantic Arc; underlines the fact that the various macro-regional strategies have been effective at facilitating cooperation, recovery and the efficient use of EU programmes; calls, therefore, on the Commission to draft an Atlantic macro-regional strategy based on the current sea basin strategy for the Atlantic; ***considers that the Union and the US should also push for Marine Protected Areas in the South Atlantic***;

Or. en

### **Amendment 32**



**Jutta Paulus**

**Draft opinion  
Paragraph 2**

*Draft opinion*

2. ***Calls on the Commission and the Member States to complete priority projects included in the Trans-European Transport Network for the Atlantic Arc;*** underlines the fact that the various macro-regional strategies have been effective at facilitating cooperation, recovery and the efficient use of EU programmes; calls, therefore, on the Commission to draft an Atlantic macro-regional strategy based on the current sea basin strategy for the Atlantic;

*Amendment*

2. Underlines the fact that the various macro-regional strategies have been effective at facilitating cooperation, recovery and the efficient use of EU programmes; calls, therefore, on the Commission to draft an Atlantic macro-regional strategy based on the current sea basin strategy for the Atlantic, ***taking into account the European Green Deal and the Biodiversity strategy;***

Or. en

**Amendment 33  
Isabel García Muñoz, Sara Cerdas**

**Draft opinion  
Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

***2 a. Highlights that Brexit has changed the geopolitical scenario and has created new EU exterior borders for the regions of the Atlantic and the Channel seaboard which exacerbates their peripheral condition in regards to the rest of the EU; calls on the Commission to take this into consideration in the upcoming Action Plan of the Atlantic maritime strategy, as well as in other relevant proposals such as the revision of the TEN-T guidelines, in order to facilitate and strengthen the socioeconomic and territorial cohesion of these regions by, for instance, improving the interconnection between the core and comprehensive networks as well as multimodality, to ensure seamless links***

*between ports, logistics platforms,  
airports, rail and road networks;*

Or. en

**Amendment 34**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

*2 a. Stresses that the Atlantic corridor, as being part of the TEN-T core network, will need to be completed by 2030; recalls the Atlantic corridor has an outstanding maritime dimension with important maritime core ports; deplores however that hinterland multimodal connections in several ports are still missing, in particular high-speed and conventional lines to ensure rail cross-border connections between the Iberian Peninsula and the remaining EU network; highlights also that problems of interoperability affect the rail transport in this corridor;*

Or. en

**Amendment 35**  
**Jutta Paulus**

**Draft opinion**  
**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

*2 a. Stresses the importance of the offshore strategy to reach climate neutrality and highlights in that regard Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources;*

*calls on the Commission to ensure that EU is maintaining technological leadership, retain talent and provide affordable clean energy while taking into account potential impacts, including those related to climate change, on the marine environment;*

Or. en

**Amendment 36**

**Sara Cerdas, Isabel García Muñoz, Josianne Cutajar, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

*2 a. Points the need to involve the main stakeholders in the definition of this strategy, including national, regional and local authorities, economic and social agents, civil society, academic community and non-governmental organisations;*

Or. en

**Amendment 37**

**Marian-Jean Marinescu**

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

*2 a. Stresses the importance of connectivity for the Atlantic islands and calls as a priority the completion of the Motorways of the Sea connecting the islands to mainland;*

Or. en

**Amendment 38**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 2 b (new)**

*Draft opinion*

*Amendment*

**2 b. Calls for improving the multimodal connectivity of the Atlantic corridor with other corridors of the TEN-T network, in particular with the Mediterranean, the North Sea-Mediterranean and the Rhine-Alpine corridors;**

Or. en

**Amendment 39**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 2 c (new)**

*Draft opinion*

*Amendment*

**2 c. Calls for fully exploiting the external dimension of the Atlantic corridor that will improve the logistic chain to/from the EU in the global framework thanks to its geographical location along worldwide maritime routes;**

Or. en

**Amendment 40**  
**Isabel García Muñoz, Sara Cerdas**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

*Amendment*

**3. Calls on the Commission to focus on further ways to boost the**

**3. Calls on the Commission to focus on further ways to boost the**

decarbonisation of maritime transport as a way to promote investments towards sustainability;

decarbonisation of maritime transport as a way to promote investments towards sustainability *in, among others, the increase of the deployment of alternative fuels, such as renewable ones, refuelling equipment and infrastructure, as well as in multimodal access, greening ground movements at port services, optimisation of port calls and in fleet renewals in waterborne transport; further calls on the Commission to work closely with the European Maritime Safety Agency (EMSA) to support Member States in mitigating shipping-related environmental risks and in improving the overall sustainability and safety of the maritime sector;*

Or. en

#### **Amendment 41**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Caroline Nagtegaal**

#### **Draft opinion Paragraph 3**

##### *Draft opinion*

3. Calls on the Commission to focus on further ways to boost the decarbonisation of maritime transport as a way to promote investments towards sustainability;

##### *Amendment*

3. Calls on the Commission to focus on further ways to boost the decarbonisation of maritime transport as a way to promote investments towards sustainability; *in this regard, a shift towards a more sustainable and multimodal transport system, the renovation of the existing infrastructures, the completion of those included in the TEN-T for the Atlantic Arc, the modernisation, the digitization and automation and the transition towards a circular economy-based business model must become priorities of utmost importance in the area;*

Or. en

## Amendment 42

Jutta Paulus

### Draft opinion

#### Paragraph 3

##### *Draft opinion*

3. Calls on the Commission to focus on further ways to boost the decarbonisation of maritime transport as a way to promote investments towards sustainability;

##### *Amendment*

3. Calls on the Commission to focus on further ways to boost the decarbonisation of maritime transport as a way to promote investments towards sustainability; ***calls on the Commission to only spend EU taxpayer's money for sustainable fuels, in order to reach climate neutrality in 2050 and to prevent stranded assets; therefore asks the Commission to set up targets to scale up production of renewable synthetic fuels like renewable ammonia, renewable methanol and renewable hydrogen;***

Or. en

## Amendment 43

Leila Chaibi

### Draft opinion

#### Paragraph 3

##### *Draft opinion*

3. Calls on the Commission to ***focus on further ways to boost*** the decarbonisation of maritime transport ***as a way to promote*** investments ***towards sustainability;***

##### *Amendment*

3. Calls on the Commission to ***prioritise*** the decarbonisation of maritime transport ***rather than increasing maritime traffic, highlights promising projects such as sailing cargo ships and concrete feasible solutions such as reducing the speed of ships;*** ***calls the Commission to secure*** investments ***to match those ambitions;***

Or. en

## Amendment 44

Dominique Riquet

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Calls on the Commission to focus on further ways to boost the decarbonisation of maritime transport as a way to promote investments towards sustainability;

*Amendment*

3. Calls on the Commission to focus on further ways to boost the decarbonisation of maritime transport as a way to promote investments towards sustainability, ***in particular technical and operational measures to improve the energy efficiency of vessels and the deployment of sustainable alternative fuels and the associated infrastructures;***

Or. en

**Amendment 45**  
**Carles Puigdemont i Casamajó**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Calls on the Commission to focus on further ways to boost the decarbonisation of maritime transport as a way to promote investments towards sustainability;

*Amendment*

3. Calls on the Commission to focus on further ways to boost the decarbonisation of maritime transport as a way to promote investments towards sustainability ***with the aim to diversify in terms of renewable energy sources;***

Or. en

**Amendment 46**  
**Jutta Paulus**

**Draft opinion**  
**Paragraph 3 – subparagraph 1 (new)**

*Draft opinion*

*Amendment*

***Calls on the Commission to apply energy efficiency targets at fleet level and be flag neutral in all EU legislation; highlights***

*the need for the Commission to demand ambitious initiatives at IMO level;*

Or. en

**Amendment 47**

**Jutta Paulus**

**Draft opinion**

**Paragraph 3 – point 1 (new)**

*Draft opinion*

*Amendment*

*(1) Calls on the Commission to base targets for emission reduction on a life-cycle greenhouse gas emissions; highlights in this regard the negative impact of fossil LNG on climate change due to its combustion (CO<sub>2</sub>, unburned methane) and upstream methane emissions from leakages, since methane is 87 times as strong as CO<sub>2</sub> on a 20 year time frame<sup>3a</sup>;*

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<sup>3a</sup> *Intergovernmental Panel on Climate Change's (IPCC) fifth assessment report (AR5).*

Or. en

**Amendment 48**

**Sara Cerdas, Isabel García Muñoz, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

*3 a. Points the need to set out specific goals on the implementation of marine renewable energies in the Atlantic regions, taking into account its environmental impacts in the transport and tourism sectors;*



**Amendment 49**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3 a. Calls on Commission to elaborate in collaboration with IMO a road map for ships decarbonization based on an in-depth impact assessment;**

Or. en

**Amendment 50**  
**Sara Cerdas, Isabel García Muñoz, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**  
**Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

**3 b. Highlights the geostrategic position of the outermost regions and the importance that they have in the implementation of this strategy, therefore the financing and access to funds by these regions must be based on their specific characteristics as provided by Article 349 TFEU (Treaty on the Functioning of the European Union);**

Or. en

**Amendment 51**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

**3 b. Highlights that the potential inclusion of maritime transport in the EU ETS should be duly justified and based on an in-depth impact assessment;**

Or. en

**Amendment 52**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 3 c (new)**

*Draft opinion*

*Amendment*

**3 c. Calls on the Commission to facilitate R&I activities in respect of sustainable alternative fuels. Natural gas, much less polluting than other fuels currently used, should be considered a transition fuel for ships;**

Or. en

**Amendment 53**  
**Jutta Paulus**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

*Amendment*

4. Highlights the fact that investment in coordination and cooperation between seaports, which act as gateways and hubs, is a priority for the blue economy; stresses that ports must play a key role in the shift towards sustainability and achieving balanced **growth** distribution across the territory;

4. Highlights the fact that investment in coordination and cooperation between seaports, which act as gateways and hubs, is a priority for the blue economy, **not least because a more efficient and environmentally sustainable guidance of transport flows to end-markets could avoid substantially more harmful distribution of goods via road transport**; stresses that ports must play a key role in the shift towards sustainability and achieving balanced distribution across the territory; **calls on the Commission to develop different scenarios for maritime**

*trade and take adequate measures to prepare for sea level rise and intensification of severe weather events; welcomes the positive environmental elements of the Atlantic Strategy, including the creation of a network of green ports, focus on renewable energy development and coastal protection measures;*

Or. en

#### **Amendment 54**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

#### **Draft opinion Paragraph 4**

##### *Draft opinion*

4. Highlights the fact that investment in coordination and cooperation between seaports, which act as gateways and hubs, is a priority for the blue economy; stresses that ports must play a key role in the shift towards sustainability **and achieving** balanced growth distribution across the territory;

##### *Amendment*

4. Highlights the fact that investment in coordination and cooperation between seaports, which act as gateways and hubs, is a priority for the blue economy; stresses that ports must play a key role in the shift towards sustainability **of green costal tourism, aquaculture, shipbuilding, logistics and marine renewable industries, to ensure that all parts of the region can benefit from the growth of a Smart and Sustainable maritime transport and achieve** balanced growth distribution across the territory;

Or. en

#### **Amendment 55**

**Leila Chaibi**

#### **Draft opinion Paragraph 4**

##### *Draft opinion*

4. Highlights the fact that investment

##### *Amendment*

4. Highlights the fact that investment

in coordination and cooperation between seaports, which act as gateways and hubs, is a priority for the blue economy; stresses that ports must play a key role in the shift towards sustainability and achieving balanced growth distribution across the territory;

in coordination and cooperation between seaports, which act as gateways and hubs, is a priority for the blue economy; stresses that ports must play a key role in the shift towards ***intermodality and sustainability, notably offering the necessary infrastructures for the development of renewable maritime energy*** and achieving balanced growth distribution across the territory;

Or. en

## **Amendment 56** **Dominique Riquet**

### **Draft opinion** **Paragraph 4**

#### *Draft opinion*

4. Highlights the fact that investment in coordination and cooperation between seaports, which act as gateways and hubs, is a priority for the blue economy; stresses that ports must play a key role in the shift towards sustainability and achieving balanced growth distribution across the territory;

#### *Amendment*

4. Highlights the fact that investment in coordination and cooperation between seaports, which act as gateways and hubs ***for both passengers and freight transport***, is a priority for the blue economy; stresses that ports must play a key role in the shift towards sustainability and achieving balanced growth distribution across the territory;

Or. en

## **Amendment 57** **Jutta Paulus**

### **Draft opinion** **Paragraph 4 – subparagraph 1 (new)**

#### *Draft opinion*

#### *Amendment*

***Calls on the Commission to set up a regulation for port call optimization to improve the energy efficiency of ships and reduce air pollutants in ports; calls on the Commission to promote zero emission***

*ports in the revision of AFID, asking ships at berth to switch-off their engines and connect to the land electricity grid (SSE) or use other energy sources with equivalent effect;*

Or. en

**Amendment 58**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**

**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

*4 a. Highlights the importance of enhancing the role of Atlantic ports and the need of investments in smart infrastructures, as well as the development and sustainable management of green ports which should enable further capacities to accommodate trade growth; in this regard, stresses the need of installing recharging and refuelling infrastructure for alternative fuels in ports and cargo terminals, which would significantly improve the air and water quality in coastal areas; recalls, in this context, the importance of adopting an integrated approach to the management of maritime, coastal zones and the hinterland, in particular by encouraging blue mobility plans that promote inter-modal transport services, intelligent mobility laboratories and green and sustainable Atlantic tourism routes;*

Or. en

**Amendment 59**

**Isabel García Muñoz, Sara Cerdas**

**Draft opinion**

**Paragraph 4 a (new)**

**4 a.** *Highlights that ports have been recognised as key for international connectivity, for the European economy and for their regions in the Commission’s Communication on “Sustainable and Smart Mobility Strategy”; further highlights that ports and maritime transport will key to the transition towards sustainable and smart mobility in line with the goals of the European Green Deal; recalls the Commission and Member States that further investment is needed for ports to become multimodal mobility and transport hubs, as well as energy hubs for integrated electricity systems, hydrogen and other alternative fuels and testbeds for waste reuse and the circular economy;*

Or. en

**Amendment 60**

**Sara Cerdas, Isabel García Muñoz, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Paragraph 4 a (new)**

**4 a.** *Highlights the need to invest in sustainable, intelligent and ecological port infrastructures. Atlantic ports are points to enter Europe and can be used to boost the blue economy. Reinforce the role of port operators as catalysts for the economic activities of the blue economy, in order to mobilize financing for intelligent infrastructures and enable the way to complement and monitor the growth of trade;*

Or. en

**Amendment 61**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4 a.** *Calls for public and private investments in ports located along the Atlantic coast to focus on missing connections with the hinterland, with the overall objective of turning ports into logistic platforms and strategic clusters for multi-modal transport, energy generation, storage and distribution as well as tourism;*

Or. en

**Amendment 62**  
**Leila Chaibi**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4 a.** *Highlights that high environmental standards should go hand in hand with high social standards, both for port and ship workers, recalls the need for proper training of seafarers to avoid shipwrecks and maritime pollutions, stresses the risks that flags of convenience brings to maritime safety;*

Or. en

**Amendment 63**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4 a.** *Stresses that ports have the possibility to become green areas in a short period. Calls on Commission to elaborate a framework regarding the measures to be taken by the ports to become clean energy hubs and entities with low level of emissions.*

Or. en

**Amendment 64**  
**Carles Puigdemont i Casamajó**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4 a.** *Considers that a new Atlantic maritime strategy could pave the way for a new maritime state model in which small European Union Member States could also shape a new political geography in the years to come;*

Or. en

**Amendment 65**  
**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**  
**Paragraph 4 b (new)**

*Draft opinion*

*Amendment*

**4 b.** *Urges the European Commission to present a plan at European level, with the collaboration of national, regional and local administrations, to address the effects of climate change on sea level rise and river mouths and to propose solutions to adapt ports, infrastructure and coastal areas to prevent disasters;*



**Amendment 66**

**Sara Cerdas, Isabel García Muñoz, Josianne Cutajar, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Paragraph 4 b (new)**

*Draft opinion*

*Amendment*

***4 b. Stresses the need to enhance ecological maritime transport and innovative port activities, in order to reduce the carbon and environmental footprint in the EU;***

Or. en

**Amendment 67**

**Sara Cerdas, Isabel García Muñoz, Josianne Cutajar, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Paragraph 4 c (new)**

*Draft opinion*

*Amendment*

***4 c. Urges the Commission to invest in the innovation of ports, in order to contribute to decarbonisation, creating infrastructures for loading and supplying alternative fuels in ports and cargo terminals. It reinforces the need to develop waste management plans for the ports of the Atlantic;***

Or. en

**Amendment 68**

**Sara Cerdas, Isabel García Muñoz, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Paragraph 4 d (new)**

**4 d. Calls on the Commission, in cooperation with the Member States, to invest in the development of TEN-T Motorways of the Sea in the Atlantic;**

Or. en

**Amendment 69**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Caroline Nagtegaal**

**Draft opinion  
Paragraph 5**

*Draft opinion*

5. Supports sustainable practices in coastal and maritime tourism, since they are essential for the competitiveness of the Atlantic area and in the creation of high-value jobs focusing on blue education and vocational training;

*Amendment*

5. Supports sustainable practices in coastal and maritime tourism, since they are essential for the competitiveness of the Atlantic area and in the creation of high-value jobs focusing on blue education and vocational training ***with a dedicated “Blue Erasmus programme” so as to attract young talents to all the sectors of the blue economy in the area, such as shipbuilding, energy, circular economy, marine sector and sustainable tourism in order to initiate a Atlantic Campus for advanced STEM (science, technology, engineering and mathematics) education and training related to the blue economy and the European Green Deal;***

Or. en

**Amendment 70**

**Jutta Paulus**

**Draft opinion  
Paragraph 5**

*Draft opinion*

5. Supports sustainable practices in

*Amendment*

5. Supports sustainable practices in

coastal and maritime tourism, since they are essential for the competitiveness of the Atlantic area and in the creation of high-value jobs focusing on blue education and vocational training;

coastal and maritime tourism, since they are essential for the competitiveness of the Atlantic area and in the creation of high-value jobs focusing on blue education and vocational training ***while maintaining EU minimum standards that are mutually recognized; stresses that specific education and training on blue economy, including through ESF+ would contribute to raising awareness of marine ecosystems and of the need to protecting by tackling the problem of marine litter;***

Or. en

**Amendment 71**  
**Leila Chaibi**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. ***Supports*** sustainable practices in coastal ***and maritime*** tourism, since ***they are*** essential for the ***competitiveness*** of the Atlantic area and in the creation of high-value jobs focusing on blue education and vocational training;

*Amendment*

5. ***Calls for*** sustainable practices in coastal tourism, since ***it is*** essential for the ***resilience*** of the Atlantic area and in the creation of high-value jobs focusing on blue education and vocational training; ***highlights the unsustainability of the cruise industry, therefore calls for drastically reduce its environmental impacts;***

Or. en

**Amendment 72**  
**Jutta Paulus**

**Draft opinion**  
**Paragraph 5 – subparagraph 1 (new)**

*Draft opinion*

***Calls on the Commission to develop new forms of maritime and coastal tourism to preserve marine and coastal habitats;***

*Amendment*

*highlights the importance of the circular economy in the tourism sector, which should be the guiding principle alongside zero pollution, energy efficiency and biodiversity preservation, to develop more sustainable practices that benefit local development and local employment all over the year;*

Or. en

**Amendment 73**  
**Isabel García Muñoz, Sara Cerdas**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

*5 a. Asks the Commission to come up with a specific proposal to improve the working and employment conditions for workers at sea to increase the attractiveness of the sector; further asks the Commission to explore the option of establishing a European Maritime Space for Socially Sustainable Shipping;*

Or. en

**Amendment 74**  
**Leila Chaibi**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

*5 a. Underlines the need to strengthen the prevention of marine pollution, including noise pollution; calls the Commission to put forward a ocean decontamination program in case of ship and container losses;*

Or. en

**Amendment 75**

**Sara Cerdas, Isabel García Muñoz, Josianne Cutajar, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5 a. Highlights that the new strategy should be a leveraging factor for job creation in coastal communities in the Atlantic region, mainly in the areas of transport and tourism;**

Or. en

**Amendment 76**

**Sara Cerdas, Isabel García Muñoz, Josianne Cutajar, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Paragraph 5 b (new)**

*Draft opinion*

*Amendment*

**5 b. Calls for the need to develop actions combining maritime strategy with the tourism sector; highlighting the importance of this sector for the Atlantic regions; Highlights the need to promote sustainable practices in the field of coastal and maritime tourism;**

Or. en

**Amendment 77**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**

**Paragraph 6**

*Draft opinion*

*Amendment*

6. Highlights the need to protect and promote the attractiveness of the Atlantic coastal areas, landscapes and cultural heritage using a holistic approach.

6. Highlights the need to protect and promote the attractiveness of the Atlantic coastal areas, landscapes and cultural heritage using a holistic approach ***which can include the development of alternative and thematic tourism products, with a view to enhancing the region's profile as a tourist destination and ensuring a sustainable economy; emphasises, therefore, setting up designations of origin and quality labels for agricultural, fishing and aquaculture products produced in the Atlantic regions to further spur gastronomic and cultural tourism;***

Or. en

**Amendment 78**  
**Jutta Paulus**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Highlights the need to protect and promote the attractiveness of the Atlantic coastal areas, landscapes and cultural heritage using a holistic approach.

*Amendment*

6. Highlights the need to protect and promote the attractiveness of the Atlantic coastal areas, landscapes and cultural heritage using a holistic approach; ***highlights in that regard the importance of climate risk management and adaptation measures that are necessary to protect the coastal communities, habitats and biodiversity;***

Or. en

**Amendment 79**  
**Sara Cerdas, Isabel García Muñoz, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

*Amendment*

6. Highlights the need to protect and promote the attractiveness of the Atlantic coastal areas, landscapes and cultural heritage using a holistic approach.

6. Highlights the need to protect and promote the attractiveness of the Atlantic coastal areas **and outermost regions**, landscapes and cultural heritage using a holistic approach.

Or. en

#### **Amendment 80**

**Jutta Paulus**

#### **Draft opinion**

#### **Paragraph 6 – subparagraph 1 (new)**

*Draft opinion*

*Amendment*

*Welcomes the reference in the Action Plan to the mapping and preservation of coastal wetlands as part of Goal 6 “Stronger coastal resilience”; stresses the importance of dedicated ERDF/INTERREG programmes especially aimed at climate mitigation and adaptation, and at the assessment and prevention of hydrogeological risks in coastal areas and wetlands;*

Or. en

#### **Amendment 81**

**Jutta Paulus**

#### **Draft opinion**

#### **Paragraph 6 – point 1 (new)**

*Draft opinion*

*Amendment*

*(1) Calls on the Commission to set up an alert and observation system for increased storms and floods due to climate change; highlights in that regard that adequate resources should be given to the EMSA to set up and manage such a system;*

Or. en

**Amendment 82**

**Jutta Paulus**

**Draft opinion**

**Paragraph 6 – point 2 (new)**

*Draft opinion*

*Amendment*

***(2) calls on the Commission to develop pilot areas to test methods of coastal protection and promote nature-based solutions; calls on the Member States to propose the inclusion in their Partnership Agreement of specific programs and actions to support litter-free coastal areas/communities and to promote and incentivise fishing-for-litter actions;***

Or. en

**Amendment 83**

**Jutta Paulus**

**Draft opinion**

**Paragraph 6 – point 3 (new)**

*Draft opinion*

*Amendment*

***(3) Calls on the Commission to work towards the enlargement of Sulphur Emission Control Area (SECA) and Nitrogen Emission Control Area (NECA) zones to all EU coastlines;***

Or. en

**Amendment 84**

**Jutta Paulus**

**Draft opinion**

**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*



**6 a. Welcomes, in the context of the disruption caused by the UK's withdrawal from the EU, the goal of fostering shortsea shipping links in the Atlantic to better integrate Ireland; calls on the Commission to make every effort to include the UK and relevant agencies of the UK in the implementation process of the Atlantic Maritime Strategy, building on a history of good cooperation in this area;**

Or. en

**Amendment 85**

**Sara Cerdas, Isabel García Muñoz, Josianne Cutajar, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6 a. Highlights that the circular economy, zero pollution, energy efficiency and the preservation of biodiversity must be guiding principles of this strategy, and must create more sustainable practices that are beneficial for development and employment;**

Or. en

**Amendment 86**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**

**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6 a. Calls on the Commission and Participating Countries to begin negotiations with the UK without delay on an ad-hoc agreement to determine the**

*status, the scope and the terms of its participation as Third Country in the Atlantic Action Plan 2.0;*

Or. en

**Amendment 87**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6 a. Stresses the importance of outermost regions and islands as they are of paramount importance to the European sovereignty and to the European and international maritime trade given their strategic location;**

Or. en

**Amendment 88**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6 a. Calls on the Commission to take the necessary measures to facilitate the trade and connectivity through the Atlantic ports, between the EU and UK, and to tackle the consequences of Brexit;**

Or. en

**Amendment 89**  
**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**

**Paragraph 6 b (new)**

*Draft opinion*

*Amendment*

**6 b.** *Stresses the importance of a solid governance structure for effective implementation of the Atlantic Action Plan 2.0 involving all relevant stakeholders at EU, national, regional and local levels, backed by all available financial instruments in response to the COVID-19 crisis, and taking as reference the European Green Deal where the pivotal role of the blue economy as a one of the key sectors to reach its objectives is clearly recalled;*

Or. en

**Amendment 90**

**Sara Cerdas, Isabel García Muñoz, Maria Grapini, Johan Danielsson, István Ujhelyi**

**Draft opinion**

**Paragraph 6 b (new)**

*Draft opinion*

*Amendment*

**6 b.** *Urges the need to ensure that the strategy is implemented as quickly as possible in order to help the economic and social recovery, namely the transport of sectors and tourism;*

Or. en

**Amendment 91**

**Jutta Paulus**

**Draft opinion**

**Paragraph 6 b (new)**

*Draft opinion*

*Amendment*

**6 b.** *Highlights the importance of effective Maritime Spatial Planning and inclusive community engagement in the*

*development of the Blue Economy and the protection of the marine environment;*

Or. en

**Amendment 92**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**

**Paragraph 6 c (new)**

*Draft opinion*

*Amendment*

**6 c. Believes that the Commission should keep carrying out regular monitoring and reviews of how the Atlantic Action Plan 2.0 thematic pillars and relevant goals are implemented, and provide, together with the Member States involved, necessary funding for proper project implementation; stresses the need to ensure the continuity of territorial cooperation programmes, such as the Interreg Atlantic Area programme, the BlueInvest platform and encourages the public-private partnerships and further possibilities for combination of public investments from national and EU budgets with private funding being able to draw on the resources of all European programmes;**

Or. en

**Amendment 93**

**Jutta Paulus**

**Draft opinion**

**Paragraph 6 c (new)**

*Draft opinion*

*Amendment*

**6 c. Emphasises that management, preservation and restoration of marine ecosystems are key investments for**

*achieving climate neutrality, as they will enhance natural carbon sinks such as mangroves, coral reefs, seagrass beds and salt marshes, thus boosting resilience; points out that healthy coastal ecosystems play an important role in climate change adaptation, especially concerning rising sea levels and increasing severe weather events;*

Or. en

**Amendment 94**

**Jutta Paulus**

**Draft opinion**

**Paragraph 6 d (new)**

*Draft opinion*

*Amendment*

*6 d. Notes that the issue of marine litter must be tackled first and foremost on land and by reducing waste at its source; calls on the Commission to take action to prevent marine pollution resulting from deliberate and accidental spills of oils and other harmful substances, and utilise the "SafeSea Net" system by EMSA;*

Or. en

**Amendment 95**

**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**

**Paragraph 6 d (new)**

*Draft opinion*

*Amendment*

*6 d. Urges the Outermost Regions to be considered as special areas, where priority should be given to quality employment as well as accessibility and connectivity by sea and air should be strengthened in order to facilitate their development and*

*cohesion on an equal footing with the mainland;*

Or. en

**Amendment 96**  
**Jutta Paulus**

**Draft opinion**  
**Paragraph 6 e (new)**

*Draft opinion*

*Amendment*

**6 e.** *Highlights the immense problem of plastic pollution in the Atlantic, the urgent need to clean-up our oceans; demands to stop exporting waste to countries outside the EU but rather invest in recycling facilities in the EU; calls on the Commission to tackle the noise pollution of marine ecosystems that is induced by maritime transport and building of infrastructure underwater; urges the Commission to adopt an ambitious zero pollution action plan, followed by legislative proposals to minimise pollution of waterways and - ultimately as well as directly - oceans through chemicals and pharmaceuticals;*

Or. en

**Amendment 97**  
**Izaskun Bilbao Barandica, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Caroline Nagtegaal**

**Draft opinion**  
**Paragraph 6 e (new)**

*Draft opinion*

*Amendment*

**6 e.** *Expresses that the Outermost Regions are offering further opportunities for the development of renewable energies, sustainable tourism and the circular economy, being an environment*

*of excellent marine biodiversity;*

Or. en