



2023/0164(COD)

13.10.2023

AMENDMENTS

23 - 62

Draft report
Caroline Nagtegaal
(PE753.003v01-00)

Amending Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector

Proposal for a directive
(COM(2023)0270 – C9-0189/2023 – 2023/0164(COD))

AM_Com_LegReport

Amendment 23

Vera Tax, Marianne Vind, Kathleen Van Brempt, Isabel García Muñoz

Proposal for a directive

Recital 2

Text proposed by the Commission

(2) Since the entry into force of Directive 2009/18/EC, there have been changes in the international regulatory environment and technological developments. Those changes and developments as well as the experience gained in the implementation of Directive 2009/18/EC should be taken into account.

Amendment

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The EU - in line with its commitments under the Paris agreement - should continue exerting its leadership in a sector regulated both at European and international level and still highly dependent on fossil fuels.

Or. en

Amendment 24

Magdalena Adamowicz, Marian-Jean Marinescu, Elissavet Vozemberg-Vrionidi

Proposal for a directive

Recital 7

Text proposed by the Commission

(7) Fishing vessels less than 15 metres in length are at present excluded from the scope of Directive 2009/18/EC, therefore the conduct of maritime accident investigations involving such fishing vessels is non-systematic and non-harmonised. Such vessels are more prone to capsizing and members of the crew falling overboard is relatively common. Therefore, there is a need to protect those fishing vessels, their crew and the environment by introducing a preliminary assessment of very serious marine casualties involving fishing vessels less

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than 15 metres long to determine whether the authorities should open a safety investigation.

than 15 metres long to determine whether the authorities should open a safety investigation. ***This measure is expected to have a clearly positive impact on the number of lives saved at sea and injuries avoided, protecting in particular the lives and health of European fishers.***

Or. en

Amendment 25

Karima Delli

Proposal for a directive

Recital 7

Text proposed by the Commission

(7) Fishing vessels less than 15 metres in length are at present excluded from the scope of Directive 2009/18/EC, therefore the conduct of maritime accident investigations involving such fishing vessels is non-systematic and non-harmonised. Such vessels are more prone to capsizing and members of the crew falling overboard is relatively common. Therefore, there is a need to protect those fishing vessels, their crew and the environment by introducing a preliminary assessment of very serious marine casualties involving fishing vessels less than 15 metres long to determine whether the authorities should open a safety investigation.

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Or. en

Amendment 26

Vera Tax, Marianne Vind, Kathleen Van Brempt, Isabel García Muñoz

Proposal for a directive
Recital 7

Text proposed by the Commission

(7) Fishing vessels less than 15 metres in length are at present excluded from the scope of Directive 2009/18/EC, therefore the conduct of maritime accident investigations involving such fishing vessels is non-systematic and non-harmonised. Such vessels are more prone to capsizing and members of the crew falling overboard is relatively common. Therefore, there is a need to protect those fishing vessels, their crew and the environment by introducing a preliminary assessment of very serious marine casualties involving fishing vessels less than 15 metres long to determine whether the authorities should open a safety investigation.

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1a

[https://www.europarl.europa.eu/RegData/etudes/STUD/2018/617484/IPOL_STU\(2018\)617484_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/STUD/2018/617484/IPOL_STU(2018)617484_EN.pdf)

Or. en

Amendment 27
Karima Delli

Proposal for a directive
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10 a) It is significant to highlight that whilst seafarers, fishers and port workers play a critical role in the management and implementation of safe operations, lessons

learned from accidents involving them still have to be implemented. The transparent publication and dissemination of accident reports to a wide audience and fast implementation of their recommendations should therefore be further developed in collaboration with the industry and social partners.

Or. en

Amendment 28

Karima Delli

Proposal for a directive

Recital 10 b (new)

Text proposed by the Commission

Amendment

(10 b) Further legal initiatives are needed to deal with working conditions and fatigue as incidents including seafarers, fishers and port workers can lead to tragic maritime accidents and loss of lives.

Or. en

Amendment 29

Vera Tax, Marianne Vind, Kathleen Van Brempt, Isabel García Muñoz, Josianne Cutajar

Proposal for a directive

Recital 11

Text proposed by the Commission

Amendment

(11) The available staff, as well as the operational resources of the Member States' marine safety investigation authorities vary distinctly, resulting in ineffective and inconsistent reporting on and investigation of marine casualties. Therefore, the Commission, with the assistance of the European Maritime Safety

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Agency (EMSA) should provide highly specialised analytical support during an individual investigation (soft skills), as well as analytical tools and equipment (hardware).

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Or. en

Amendment 30

Magdalena Adamowicz, Marian-Jean Marinescu, Elissavet Vozemberg-Vrionidi

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) The available staff, as well as the operational resources of the Member States' marine safety investigation authorities vary distinctly, resulting in ineffective and inconsistent reporting on and investigation of marine casualties. Therefore, the Commission, with the assistance of the European Maritime Safety Agency (EMSA) should provide highly specialised analytical support during an individual investigation (soft skills), as well as analytical tools and equipment (hardware).

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(11) The available staff, as well as the operational resources of the Member States' marine safety investigation authorities vary distinctly, resulting in ineffective and inconsistent reporting on and investigation of marine casualties. Therefore, the Commission, with the assistance of the European Maritime Safety Agency (EMSA) should provide highly specialised analytical support during an individual investigation (soft skills), as well as analytical tools and equipment (hardware). ***Furthermore, cooperation and mutual assistance between EU Member States in safety investigations should continue to be encouraged and supported, particularly in light of new maritime safety challenges.***

Or. en

Amendment 31

Cláudia Monteiro de Aguiar

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) The available staff, as well as the operational resources of the Member States' marine safety investigation authorities vary distinctly, resulting in ineffective and inconsistent reporting on and investigation of marine casualties. Therefore, ***the Commission, with the assistance of the*** European Maritime Safety Agency (EMSA) should provide highly specialised analytical support during an individual investigation (soft skills), as well as analytical tools and equipment (hardware).

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Or. en

Amendment 32
Vera Tax, Kathleen Van Brempt, Marianne Vind, Isabel García Muñoz

Proposal for a directive
Recital 12

Text proposed by the Commission

(12) In light of what has been stated, EMSA should organise ***trainings*** on specific techniques and on new developments and technologies which can be relevant for accident ***investigation*** in the future. Such training should focus, among others, on renewable and low carbon fuels, which are particularly relevant in view of the “Fit for 55 package”, and automation, as well as on the General Data Protection Regulation (GDPR) rules.

Amendment

(12) In light of what has been stated, EMSA should organise ***regular training sessions and certification programmes*** on specific techniques and on new developments and technologies which can be relevant for accident ***investigations*** in the future. ***New technology can play a role in the decarbonisation of the industry but the way vessels and crews can interact with technology can also be a factor in new unknown types of incidents.*** Such training should focus, among others, on renewable and low carbon fuels, which are particularly relevant in view of the “Fit for 55 package”, and automation, as well as on the General Data Protection Regulation (GDPR) rules. ***This will contribute to collecting more complete data on***

accidents and injuries aboard these vessels and improving the health and safety of the seafarers and fishermen working on them.

Or. en

Amendment 33
Cláudia Monteiro de Aguiar

Proposal for a directive
Recital 12

Text proposed by the Commission

(12) In light of what has been stated, EMSA should **organise** trainings on specific techniques and on new developments and technologies which can be relevant for accident investigation in the future. Such training should focus, among others, on renewable and low carbon fuels, which are particularly relevant in view of the “Fit for 55 package”, and automation, as well as on the General Data Protection Regulation (GDPR) rules.

Amendment

(12) In light of what has been stated, EMSA should **develop a European framework on accidents investigations to reduce current disparities across Member States and continue organising** trainings on specific techniques and on new developments and technologies which can be relevant for accident investigation in the future. Such training should focus, among others, on renewable and low carbon fuels, which are particularly relevant in view of the “Fit for 55 package”, and automation, as well as on the General Data Protection Regulation (GDPR) rules.

Or. en

Amendment 34
Magdalena Adamowicz, Marian-Jean Marinescu, Elissavet Vozemberg-Vrionidi

Proposal for a directive
Recital 12

Text proposed by the Commission

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future. Such training should focus, among others, on renewable and low carbon fuels, which are particularly relevant in view of the “Fit for 55 package”, automation **and autonomous shipping**, as well as on the General Data Protection Regulation (GDPR) rules.

Or. en

Amendment 35
Karima Delli

Proposal for a directive
Recital 12

Text proposed by the Commission

(12) In light of what has been stated, EMSA should organise trainings on specific techniques and on new developments and technologies which can be relevant for accident investigation in the future. Such training should focus, among others, on renewable and low carbon fuels, which are particularly relevant in view of the “Fit for 55 package”, and automation, as well as on the General Data Protection Regulation (GDPR) rules.

Amendment

(12) In light of what has been stated, EMSA should organise **regular** trainings on specific techniques and on new developments and technologies which can be relevant for accident investigation in the future. Such training should focus, among others, on renewable and low carbon fuels, which are particularly relevant in view of the “Fit for 55 package”, and automation, as well as on the General Data Protection Regulation (GDPR) rules.

Or. en

Amendment 36
Vera Tax, Marianne Vind, Kathleen Van Brempt, Isabel García Muñoz

Proposal for a directive
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13 a) To improve the quality of accident investigations, EMSA should develop GPS tracking of containers. This should be reflected in the European Marine Casualty Information Platform in Annex

II. If all the containers are equipped with a GPS beacon, their loss can easily be identified and it will be easier to geolocate them to recover them. This will limit their presence's danger on the surface and the detrimental effect their presence entails on the ocean.

Or. en

Amendment 37

Magdalena Adamowicz, Marian-Jean Marinescu, Elissavet Vozemberg-Vrionidi

Proposal for a directive

Recital 15

Text proposed by the Commission

(15) In view of the full monitoring cycle of visits to Member States by EMSA to monitor the implementation of this Directive, the Commission should evaluate the implementation of this Directive no later than [**ten** years after its date of entry into force referred to in Article 23)] **and** report to the European Parliament and the Council **thereon**. Member States should cooperate with the Commission to gather all the information necessary for the evaluation.

Amendment

(15) In view of the full monitoring cycle of visits to Member States by EMSA to monitor the implementation of this Directive, the Commission should evaluate the implementation of this Directive no later than [**five** years after its date of entry into force referred to in Article 23)], report to the European Parliament and the Council, **and, if necessary, propose further measures in the light of the recommendations set out therein**. Member States should **closely** cooperate with the Commission to gather all the information necessary for the evaluation.

Or. en

Amendment 38

Pierre Karleskind

Proposal for a directive

Recital 16 a (new)

Text proposed by the Commission

Amendment

(16 a) It is important to consider the working and living conditions of the crew,

as well as their training and qualifications, when an incident occurs, as health, safety, security and social considerations are closely linked, and it is of the utmost importance to determine whether the accident is related to human factors.

Or. en

Amendment 39
Jan-Christoph Oetjen

Proposal for a directive
Article 1 – paragraph 1 – point 2 – point a
Directive 2009/18/EC
Article 2 – paragraph 2 – point b

Text proposed by the Commission

(b) ships not propelled by mechanical means, wooden ships of primitive build, *pleasure yachts and pleasure craft unless they are used for commercial purposes.*

Amendment

(b) ships not propelled by mechanical means, wooden ships of primitive build.

Or. en

Amendment 40
Vera Tax, Marianne Vind, Kathleen Van Brempt

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2009/18/EC
Article 5 – paragraph 2 – subparagraph 1

Text proposed by the Commission

In the case of a fishing vessel of less than 15 metres in length, the investigation authority shall carry out a preliminary assessment of the very serious marine casualty to determine whether or not to conduct a safety investigation.

Amendment

In the case of a fishing vessel of less than 15 metres in length, the investigation authority shall *without delay and no later than one month after its occurrence*, carry out a preliminary assessment of the very serious marine casualty to determine whether or not to conduct a safety

investigation.

Or. en

Amendment 41

Vera Tax, Kathleen Van Brempt, Marianne Vind, Isabel García Muñoz

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/18/EC

Article 5 – paragraph 2 – subparagraph 2

Text proposed by the Commission

Where the investigation authority decides not to undertake a safety investigation of a very serious marine casualty involving a fishing vessel of less than 15 metres the reasons for that decision shall be recorded and notified in accordance with Article 17(3).

Amendment

Where the investigation authority decides not to undertake a safety investigation of a very serious marine casualty involving a fishing vessel of less than 15 metres the reasons for that decision shall be recorded and notified in accordance with Article 17(3) ***without delay and no later than one month after its occurrence.***

Or. en

Amendment 42

Karima Delli

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/18/EC

Article 5 – paragraph 2 – subparagraph 2

Text proposed by the Commission

Where the investigation authority decides not to undertake a safety investigation of a very serious marine casualty involving a fishing vessel of less than 15 metres the reasons for that decision shall be recorded and notified in accordance with Article 17(3).

Amendment

Where the investigation authority decides not to undertake a safety investigation of a very serious marine casualty involving a fishing vessel of less than 15 metres the reasons for that decision shall be recorded and notified in accordance with Article 17(3) ***without delay.***

Or. en

Amendment 43
Pierre Karleskind

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2009/18/CE
Article 5 – paragraph 5

Text proposed by the Commission

5. When carrying out safety investigations, the investigation authority shall follow the IMO Guidelines to assist investigators in the implementation of the Casualty Investigation Code. Investigators may depart from these guidelines where this can be justified as necessary, in their professional judgement to achieve the aims of the investigation. The Commission may adapt the guidelines for the purposes of this Directive, taking into account any relevant lessons drawn from safety investigations, in accordance with the procedure referred to in Article 19.

Amendment

5. When carrying out safety investigations, the investigation authority shall follow the IMO Guidelines to assist investigators in the implementation of the Casualty Investigation Code. ***Investigators must systematically investigate whether the crew's working conditions, in particular working and rest times, may have been the cause of the accident in question.*** Investigators may depart from these guidelines where this can be justified as necessary, in their professional judgement to achieve the aims of the investigation. The Commission may adapt the guidelines for the purposes of this Directive, taking into account any relevant lessons drawn from safety investigations, in accordance with the procedure referred to in Article 19.

Or. en

Amendment 44
Karima Delli

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2009/18/EC
Article 5 – paragraph 6

Text proposed by the Commission

6. When deciding if a marine casualty or incident occurring alongside, moored or in dock, involving shore or port workers,

Amendment

6. When deciding if a marine casualty or incident occurring alongside, moored or in dock, involving shore or port workers,

occurred “directly in connection with the operations of a ship” and therefore is subject to a safety investigation, particular consideration shall be given to the involvement and relevance of the ship’s structure, equipment, procedures, crew and ship management to the activity being undertaken.

occurred “directly in connection with the operations of a ship” and therefore is subject to a safety investigation, particular consideration shall be given to the involvement and relevance of the ship’s structure ***and the general condition of the vessel, its safety compliance and its seaworthiness both off- and onshore, its*** equipment, procedures, crew and ship management to the activity being undertaken ***for all types of cargo as well as all involved seafarers and/or fishers and port workers.***

Or. en

Amendment 45 **Pierre Karleskind**

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2009/18/EC
Article 5 – paragraph 6

Text proposed by the Commission

6. When deciding if a marine casualty or incident occurring alongside, moored or in dock, involving shore or port workers, occurred “directly in connection with the operations of a ship” and therefore is subject to a safety investigation, particular consideration shall be given to the involvement and relevance of the ship’s structure, equipment, procedures, crew and ship management to the activity being undertaken.

Amendment

6. When deciding if a marine casualty or incident occurring alongside, moored or in dock, involving shore or port workers, occurred “directly in connection with the operations of a ship” and therefore is subject to a safety investigation, particular consideration shall be given to the involvement and relevance of the ship’s structure, equipment, procedures, crew, ***working conditions (including working hours, rest periods, time spent at sea and ashore and the desnity of maritime traffic)*** and ship management to the activity being undertaken.

Or. en

Amendment 46 **Vera Tax, Kathleen Van Brempt, Marianne Vind, Isabel García Muñoz**

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/18/EC

Article 5 – paragraph 6

Text proposed by the Commission

6. When deciding if a marine casualty or incident occurring alongside, moored or in dock, involving shore or port workers, occurred “directly in connection with the operations of a ship” and therefore is subject to a safety investigation, particular consideration shall be given to the involvement and relevance of the ship’s structure, equipment, procedures, crew and ship management to the activity being undertaken.

Amendment

6. When deciding if a marine casualty or incident occurring alongside, moored or in dock, involving shore or port workers, occurred “directly in connection with the operations of a ship” and therefore is subject to a safety investigation, particular consideration shall be given to the involvement and relevance of the ship’s structure, ***the condition of the vessel, its seaworthiness both offshore and onshore, safety compliance***, equipment, procedures, crew and ship management to the activity being undertaken ***for all kind of cargo***.

Or. en

Amendment 47

Vera Tax, Kathleen Van Brempt, Marianne Vind

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/18/EC

Article 5 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6 a. In the case of accidents involving port workers, attention shall be given to whether or not a health and safety checklist has been filled prior to the start of the operations on board of the ship.

Or. en

Amendment 48

Vera Tax, Kathleen Van Brempt, Marianne Vind

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/18/EC

Article 5 – paragraph 7

Text proposed by the Commission

7. A safety investigation shall be started without delay after the marine casualty or incident occurs and, in any event, no later than **two months** after its occurrence.

Amendment

7. A safety investigation shall be started without delay after the marine casualty or incident occurs and, in any event, no later than **one month** after its occurrence.

Or. en

Amendment 49

Magdalena Adamowicz, Marian-Jean Marinescu, Elissavet Vozemberg-Vrionidi

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/18/EC

Article 5 – paragraph 7

Text proposed by the Commission

7. A safety investigation shall be started without delay after the marine casualty or incident occurs and, in any event, no later than **two months** after its occurrence.

Amendment

7. A safety investigation shall be started without delay after the marine casualty or incident occurs and, in any event, no later than **one month** after its occurrence.

Or. en

Amendment 50

Magdalena Adamowicz, Marian-Jean Marinescu, Elissavet Vozemberg-Vrionidi

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/18/EC

Article 5 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7 a. The investigation authority shall make every effort to conclude an

investigation within 12 months of the date of the marine casualty or incident. If the investigation cannot be concluded within 12 months, the investigation authority shall release a report at least at each anniversary of the marine casualty or incident, detailing the progress of the investigation and any safety issues raised.

Or. en

Amendment 51

Magdalena Adamowicz, Marian-Jean Marinescu, Elissavet Vozemberg-Vrionidi

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 2009/18/EC

Article 8 – paragraph 3

Text proposed by the Commission

3. The activities entrusted to the investigation authority *may* be extended to the gathering and analysis of data relating to maritime safety, in particular for prevention purposes, insofar as these activities do not affect its independence or entail responsibility in regulatory, administrative or standardisation matters.

Amendment

3. The activities entrusted to the investigation authority *shall* be extended to the gathering and analysis of data relating to maritime safety, in particular for prevention purposes, insofar as these activities do not affect its independence or entail responsibility in regulatory, administrative or standardisation matters.

Or. en

Amendment 52

Karima Delli

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 2009/18/EC

Article 8 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7 a. To this end, accident investigation bodies will be supported by the Commission and EMSA to ensure the

***implementation of harmonised EU wide
quality management systems and their
systematic application.***

Or. en

Amendment 53
Karima Delli

Proposal for a directive
Article 1 – paragraph 1 – point 14 – point b a (new)
Directive 2009/18/EC
Article 17 – paragraph 3a (new)

Text proposed by the Commission

Amendment

***3 a. The data contained in the EMCIP
shall be made public and easily accessible.***

Or. en

Justification

More transparency means more accountability to EU citizens and other organisations concerned. for victims involved in accidents, this might mean shorter delays to be able to access insurance money.

Amendment 54
Karima Delli

Proposal for a directive
Article 1 – paragraph 1 – point 15
Directive 2009/18/EC
new Article 17a – paragraph 2 a (new)

Text proposed by the Commission

Amendment

***2 a. The Commission shall furnish
EMSA with the necessary and sufficient
means to provide training to the Member
States' competent authorities in terms of
new technologies as well as on
sustainability issues, such as autonomous
ships, alternative fuel transported as
cargo or for propulsion, ship***

electrification and their impact on safety.

Or. en

Amendment 55

Karima Delli

Proposal for a directive

Article 1 – paragraph 1 – point 17

Directive 2009/18/EC

Article 20 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. Within 2 years of the publication of the implementation report of Article 23, the Commission shall make a proposal to fully include fishing vessels below 15 meters into the scope of this Directive, taking account of the existing IMO, ILO and FAO recommendations and voluntary codes.

Or. en

Amendment 56

Magdalena Adamowicz, Marian-Jean Marinescu, Elissavet Vozemberg-Vrionidi

Proposal for a directive

Article 1 – paragraph 1 – point 18

Directive 2009/18/EC

Article 23 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

The Commission shall by [OP: Please insert a date: **ten** years from the date of entry into force of this amending Directive] submit a report to the European Parliament and the Council on the implementation of, and compliance with, this Directive.

The Commission shall by [OP: Please insert a date: **five** years from the date of entry into force of this amending Directive] submit a report to the European Parliament and the Council on the implementation of, and compliance with, this Directive, **and, if necessary, propose further measures in the light of the recommendations set out therein.**

Amendment 57
Karima Delli

Proposal for a directive
Article 1 – paragraph 1 – point 19 a (new)
Directive 2009/18/EC
Annex II – point 30 a (new)

Present text

Amendment

In Annex II, point 30 a is added:
(30a) Container lost at sea

Or. en

(32009L0018)

Justification

The implementation of permanent means to guarantee container's traceability throughout the logistics chain is essential. The mandatory notification system for the transport of dangerous goods could be reinforced with the implementation of an eco-designed system of waterproof and pressure-resistant beacons. This data would be shared and stored and transmitted to the crew, the shipper, the Port State control during port calls, and to the European Maritime Safety Agency or to ocean racing teams. This would align the directive with directive 2002/59/EC on vessel traffic monitoring.

Amendment 58
Vera Tax

Proposal for a directive
Article 1 – paragraph 1 – point 19 a (new)
Directive 2009/18/EC
Annex II – point 30 a (new)

Present text

Amendment

In Annex II, point 30 a is added:
(30a) Container lost at sea

Or. en

(32009L0018)

Justification

The implementation of permanent means to guarantee container's traceability throughout the logistics chain is essential. The mandatory notification system for the transport of dangerous goods could be reinforced with the implementation of an eco-designed system of waterproof and pressure-resistant beacons. This data would be shared and stored and transmitted to the crew, the shipper, the Port State control during port calls, and to the European Maritime Safety Agency or to ocean racing teams. This would align the directive with directive 2002/59/EC on vessel traffic monitoring.

Amendment 59

Pierre Karleskind, Jan-Christoph Oetjen

Proposal for a directive

Article 1 – paragraph 1 – point 19 a (new)

Directive 2009/18/EC

Annex II – point 30 a (new)

Present text

Amendment

In Annex II, point 30 a is added:

(30a) Container lost at sea

Or. en

(32009L0018)

Amendment 60

Karima Delli

Proposal for a directive

Article 1 – paragraph 1 – point 19 a (new)

Directive 2009/18/EC

Annex II – point 30 b (new)

Present text

Amendment

In Annex II, point 30 a is added:

(30b) Ship strikes with cetaceans

Or. en

(32009L0018)

Justification

The directive should establish an obligation for ships to monitor and report ship strikes with cetaceans as a casualty under the EMCIP (article 17), in line with the International Whaling Commission ship strikes database. Exchange of information with stakeholders of the collected data should foster the development of mitigation measures and exchange of best practices, such as rerouting, speed reduction and mapping whale habitat and migratory routes.

Amendment 61

Vera Tax

Proposal for a directive

Article 1 – paragraph 1 – point 19 a (new)

Directive 2009/18/EC

Annex II – point 30 b (new)

Present text

Amendment

In Annex II, point 30 b is added:

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Justification

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Amendment 62

Pierre Karleskind, Jan-Christoph Oetjen

Proposal for a directive

Article 1 – paragraph 1 – point 19 a (new)

Directive 2009/18/EC

Annex II – point 30 b (new)

Present text

Amendment

In Annex II, point 30 b is added:

(30b) Ship strikes with cetaceans

(32009L0018)