



**2021/0204(COD)**

4.4.2022

# COMPROMISE AMENDMENT

## 1

**Draft report**  
**Sunčana Glavak**  
(PE703.136v01-00)

Proposal for a Decision of the European Parliament and of the Council amending Directive 2003/87/EC as regards the notification of offsetting in respect of a global market-based for aircraft operators based in the Union

Proposal for a decision  
(COM(2021)0567 – C9-0323/2021 – 2021/0204(COD))



**Compromise Amendment 1**

**EPP, S&D, RE, Greens, ID, The Left**

Compromise amendment replacing Amendments 1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30

**Proposal for a decision**

**Recitals -1a, -1b and -1c (new)**

*Text proposed by the Commission*

*Amendment*

***(-1a) The Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC) entered into force in November 2016 (“the Paris Agreement”)<sup>1a</sup>. The Parties to the Paris Agreement have agreed to hold the increase in the global average temperature to well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C. By adopting the Glasgow Climate Pact in the United Nations Climate Change Conference (COP26) in November 2021, its Parties recognised that limiting the increase in the global average temperature to 1,5 °C above pre-industrial levels would significantly reduce the risks and impacts of climate change, and committed to strengthen their 2030 targets by the end of 2022 in order to ensure that the Parties are on track to limit global warming to 1,5 °C***

Or. en

**Proposal for a decision**

**Recital -1b (new)**

*Text proposed by the Commission*

*Amendment*

***(-1b) In its resolution of 28 November***

*2019 on the climate and environment emergency<sup>1d</sup>, the European Parliament urged the Commission to take immediate and ambitious action to limit global warming to 1,5°C. The urgency of not exceeding the Paris Agreement goal of 1,5 °C has become more significant following the findings of the latest Intergovernmental Panel on Climate Change (IPCC) in its reports of 8 October 2018 entitled 'Global warming of 1,5 °C', of 7 August 2021 entitled 'Climate Change 2021: The Physical Science Basis' and of 28 February 2022 entitled 'Climate Change 2022: Impacts, Adaptation and Vulnerability'. The IPCC stated, with very high confidence, that climate change is a threat to human well-being and planetary health, and any further delay in concerted anticipatory global action on adaptation and mitigation will lead to missing a brief and rapidly closing window of opportunity to secure a liveable and sustainable future for all.. The IPCC also concluded that the consequences of climate change will be far more destructive if there is a failure to limit global warming to 1,5 °C and it reaches 2°C. In addition, global temperature will reach or exceed the 1,5 °C mark earlier than previously anticipated, namely averaging over the next 20 years. It also found that unless there are immediate and ambitious reductions in greenhouse gas emissions, it will no longer be possible to limit global warming to close to 1,5 °C or even 2°C. Furthermore, in its resolution 48/13 of 8 October 2021, the UN Human Rights Council recognised the right to a safe, clean, healthy and sustainable environment as a human right.*

*(-1c) In its resolution of 21 October 2021 on the 2021 UN Climate Change Conference in Glasgow, UK (COP26)<sup>1b</sup>, the European Parliament expressed concerns at the slow progress achieved in the ICAO in addressing emissions from*

*international aviation and reiterated in this context the need to regulate the sector under the EU emissions trading system (EU ETS), which could also serve as a role model for the parallel work, supporting the higher global ambition at international level, including in the ICAO. Furthermore, the European Parliament called on the Commission and the Member States to do their utmost to strengthen the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and to support the adoption by the ICAO of a long-term goal to reduce in-sector emissions while safeguarding the Union's legislative autonomy in implementing the EU ETS Directive.*

Or. en

**Proposal for a decision**  
**Recital 2**

*Text proposed by the Commission*

(2) Subject to the differences between the EU legislation and CORSIA, notified to ICAO following Council Decision (EU) 2018/2027<sup>14</sup>, and the manner in which the European Parliament and Council amend Union legislation, the Union intends to implement CORSIA.

*Amendment*

(2) Subject to the differences between the EU legislation and ***the CORSIA scheme adopted by ICAO***, notified to ICAO following Council Decision (EU) 2018/2027<sup>14</sup>, and the manner in which the European Parliament and Council amend Union legislation, the Union intends to implement CORSIA ***through Directive 2003/87/EC***.

Or. en

**Proposal for a decision**  
**Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*

**(9 a) Without prejudice to a Directive of the European Parliament and of the Council amending Directive 2003/87/EC as regards aviation's contribution to the Union's economy-wide emissions reduction target and appropriately implementing a global market-based measure, this Decision is intended to be a temporary measure that only applies pending the entry into force of that Directive.**

Or. en

**Proposal for a decision**  
**Article 1 – paragraph 1**

Directive 2003/87/EC

Article 12 – paragraph 6 – subparagraph 1 – point b

*Text proposed by the Commission*

*Amendment*

(b) they produce annual CO<sub>2</sub> emissions greater than 10 000 tonnes from the use of aircrafts with a maximum certified take-off mass greater than 5 700 kg conducting flights covered by Annex I, other than those departing and arriving in the same Member State (including outermost regions of the same Member State), from 1 January 2019.

(b) they produce annual CO<sub>2</sub> emissions greater than 10 000 tonnes from the use of aircrafts with a maximum certified take-off mass greater than 5 700 kg conducting flights covered by Annex I **to this Directive and by Article 2(3) and (4) of Commission Delegated Regulation (EU) 2019/1603<sup>1a</sup>**, other than those departing and arriving in the same Member State (including outermost regions of the same Member State), from 1 January 2021.

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**<sup>1a</sup> Commission Delegated Regulation (EU) 2019/1603 of 18 July 2019 supplementing Directive 2003/87/EC of the European Parliament and of the Council as regards measures adopted by the International Civil Aviation Organisation for the monitoring, reporting and verification of**

*aviation emissions for the purpose of  
implementing a global market-based  
measure (OJ L 250, 30.9.2019, p. 10).*

Or. en