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Committee on the Environment, Public Health and Food Safety

2013/0224(COD)

29.1.2014

COMPROMISE AND CONSOLIDATED AMENDMENTS 1 - 7

Draft report
Theodoros Skylakakis
(PE524.761v01-00)

Monitoring, reporting and verification of carbon dioxide emissions from
maritime transport and amendment of Regulation (EU) No 525/2013

Proposal for a regulation
(COM(2013)0480 – C7-0201/2013 – 2013/0224(COD))

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Consolidated Amendment (CONS 1) Subject matter

Theodoros Skylakakis on behalf of the ALDE Group
Kriton Arsenis on behalf of the S&D Group
Satu Hassi on behalf of the Greens/EFA Group
Sabine Wils on behalf of the GUE/NGL Group

CONS 1 replacing amendments: 1, 11, 15, 18, 20, 23, 40, 48-52, 63, 68, 97-99a&b, 107, 110, 112-114, 115a, 122, 116, 132a, 133, 166, 190, 191, 193, 195, 197, 207, 235, 246-249, 251, 268, 271, 275, 277, ITRE 10, 12a, TRAN 5, 13, 15, 17-18, 20, 22, 24, 32, 37-41, 52. As part of the consolidated agreement, amendments 100, 115b are to be voted separately.

For consistency, alignment also of this specific wording ("CO₂ emissions" replaced by "greenhouse gas emissions") in the following recitals: Recital 4, Recital 6, Recital 8, Recital 25, Recital 27. For consistency too, alignment also of this specific wording ("CO₂ emissions replaced by "CO₂ and NO_x emissions") in the Annex II-B-paragraph 3. This alignment is compatible with CONS 5 in the same Annex.

Consolidated Amendment 1 – part 1

Proposal for a regulation

Title

Text proposed by the Commission

Amendment

Proposal for a regulation of the European Parliament and of the Council on the monitoring, reporting and verification of **carbon dioxide** emissions from maritime transport and amending Regulation (EU) No 525/2013.

Proposal for a regulation of the European Parliament and of the Council on the monitoring, reporting and verification of **greenhouse gas** emissions from maritime transport and amending Regulation (EU) No 525/2013.

Or. en

Consolidated Amendment 1 – part 2

Proposal for a regulation

Recital 13

Text proposed by the Commission

Amendment

(13) To further reduce the administrative effort for ship owners and operators, the

deleted

monitoring rules should focus on CO₂ as the by far most relevant greenhouse gas emitted by maritime transport which contributes to up to 98% of the total greenhouse gas emissions of this sector.

Or. en

Consolidated Amendment 1 – part 3

Proposal for a regulation

Recital 16

Text proposed by the Commission

(16) Other greenhouse gases, climate forcers or air pollutants should not be covered by the Union MRV system at this stage to avoid requirements to install not sufficiently reliable and commercially available measurement equipment, which could impede the implementation of the Union MRV system.

Amendment

(16) The MRV system is an opportunity to ensure coherent regulation of the shipping sector with regard to other sectors, thus, it is necessary that the monitoring of NO_x also contained in MARPOL Annex VI is included in the MRV.

Or. en

Consolidated Amendment 1 – part 4

Proposal for a regulation

Article 1

Text proposed by the Commission

This Regulation lays down rules for the accurate monitoring, reporting and verification of *carbon dioxide (CO₂)* emissions and other *climate* relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of *CO₂* emissions from maritime transport in a cost effective manner.

Amendment

This Regulation lays down rules for the accurate monitoring, reporting and verification of *greenhouse gas* emissions and other relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State in order to promote the reduction of *greenhouse gas* emissions from maritime transport in a cost effective manner.

Or. en

Consolidated Amendment 1 – part 5

Proposal for a regulation

Article 3 – paragraph 1 – point a

Text proposed by the Commission

(a) 'emissions' means the release of CO₂ into the atmosphere by ships as provided for in Article 2;

Amendment

(a) 'emissions' means the release of CO₂ **and NO_x** into the atmosphere by ships as provided for in Article 2;

Or. en

Consolidated Amendment 1 – part 6

Proposal for a regulation

Article 9 – paragraph 1 – point c

Text proposed by the Commission

(c) CO₂ emitted;

Amendment

(c) CO₂ **and NO_x** emitted;

Or. en

Consolidated Amendment 1 – part 7

Proposal for a regulation

Article 10 – paragraph 1 – points b, c, d, e and f

Text proposed by the Commission

(b) total CO₂ emitted;

(c) aggregated CO₂ emissions from all voyages between ports under a Member State's jurisdiction;

(d) aggregated CO₂ emissions from all voyages which departed from ports under a Member State's jurisdiction;

(e) aggregated CO₂ emissions from all voyages to ports under a Member State's jurisdiction;

Amendment

(b) total CO₂ emitted **and NO_x**;

(c) aggregated CO₂ **and NO_x** emissions from all voyages between ports under a Member State's jurisdiction;

(d) aggregated CO₂ **and NO_x** emissions from all voyages which departed from ports under a Member State's jurisdiction;

(e) aggregated CO₂ **and NO_x** emissions from all voyages to ports under a Member State's jurisdiction;

(f) CO₂ emissions which occurred within ports under a Member State's jurisdiction at berth;

(f) CO₂ **and NO_x** emissions which occurred within ports under a Member State's jurisdiction at berth;

Or. en

Consolidated Amendment 1 – part 8

Proposal for a regulation

Article 21 – paragraph 2 – point d

Text proposed by the Commission

(d) annual CO₂ emissions;

Amendment

(d) annual CO₂ **and NO_x** emissions;

Or. en

Consolidated Amendment 1 – part 9

Proposal for a regulation

Article 26 – paragraph 2

Text proposed by the Commission

2. The following 'Article 21a' shall be inserted:

Article 21a

Reporting emissions from maritime transport

(1) "Member States shall report to the Commission by 15 January each year ('year X') for the year X-2, the CO₂ emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX.

(2) The Commission shall be empowered to adopt delegated acts in accordance with [Article 25 of this Regulation] to specify the requirements for the monitoring and reporting of CO₂ emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX and taking into account, where applicable,

Amendment

2. The following 'Article 21a' shall be inserted:

Article 21a

Reporting emissions from maritime transport

(1) "Member States shall report to the Commission by 15 January each year ('year X') for the year X-2, the CO₂ **and NO_x** emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX.

(2) The Commission shall be empowered to adopt delegated acts in accordance with [Article 25 of this Regulation] to specify the requirements for the monitoring and reporting of CO₂ **and NO_x** emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX and taking into account,

relevant decisions adopted by the bodies of the UNFCCC and the Kyoto Protocol or agreements deriving from them or succeeding them or decisions adopted in the context of the International Maritime Organisation.

(3) The Commission shall adopt implementing acts to set out the structure, format and process for the Member states' submission of CO₂ emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX. These implementing acts shall be adopted in accordance with the examination procedure referred to in [Article 26(2)]."

where applicable, relevant decisions adopted by the bodies of the UNFCCC and the Kyoto Protocol or agreements deriving from them or succeeding them or decisions adopted in the context of the International Maritime Organisation.

(3) The Commission shall adopt implementing acts to set out the structure, format and process for the Member states' submission of CO₂ *and NO_x* emissions from maritime transport pursuant to Articles 9 and 10 of Regulation (EU) No XXXX/XXXX. These implementing acts shall be adopted in accordance with the examination procedure referred to in [Article 26(2)]."

Or. en

Consolidated Amendment (CONS 2)

Transport work

Theodoros Skylakakis on behalf of the ALDE Group

Christofer Fjellner on behalf of the EPP Group

Kriton Arsenis on behalf of the S&D Group

Martin Callanan on behalf of the ECR Group

Sabine Wils on behalf of the GUE/NGL Group

CONS 2 replacing amendments: 12, 25, 39, 42-44, 46, 54a&b, 55, 74-79, 87-89, 124-127, 157, 164-165, 167-170, 172-177, 179-182, 186, 188-189, 198-206, 208, 211, 240, 252, 273-276, 278, ITRE 5, 11, 19, 21-30a, 38, 44, TRAN 9, 33a, 36

Consolidated Amendment 2 – part 1



Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The Union MRV system should also cover other *climate* relevant information *allowing for the determination of ships' efficiency or* further analyse the drivers for the development of emissions. *This scope also aligns* the Union MRV system with international initiatives to introduce efficiency standards for existing ships, also covering operational measures, and *contributes* to the removal of market barriers related to the lack of information.

Amendment

(11) The Union MRV system should also cover other relevant information *to* further analyse the drivers for the development of emissions *and to align* the Union MRV system with international initiatives in the IMO to introduce efficiency standards for existing ships, also covering operational measures, and *to contribute* to the removal of market barriers related to the lack of information.

Or. en

Consolidated Amendment 2 – part 2

Proposal for a regulation

Article 3 – paragraph 1 – point g

Text proposed by the Commission

(g) 'other *climate*-relevant information' means information related to the consumption of fuels, transport work and energy efficiency of ships which allow for

Amendment

(g) 'other relevant information' means information related to *the greenhouse gas emissions from* the consumption of fuels, *distance sailed, the scope for connecting*

analysing emission trends and *assessing ships'* performances;

to mains electricity while at berth and energy efficiency of ships which allow for analysing emission trends and *indicating shipping* performances;

Or. en

Consolidated Amendment 2 – part 3

Proposal for a regulation

Article 9 – paragraph 1 and paragraph 1– point a and b

Text proposed by the Commission

Based on the monitoring plan approved in accordance to Article 13(1), for each ship and for each voyage arriving to and departing from a port under a Member State's jurisdiction, companies shall monitor in accordance with part A of Annex I and Annex II, the following information:

- (a) port of departure and port of arrival including the date and hour of departure and arrival;
- (b) amount and emission factor for each type of fuel consumed in total *and differentiated between fuel used inside and outside emission control areas*;

Amendment

Based on the monitoring plan approved in accordance to Article 13(1), for each ship and for each voyage arriving to and departing from a port under a Member State's jurisdiction, companies shall monitor in accordance with part A of Annex I and Annex II, the following information:

- (a) port of departure and port of arrival including the date and hour of departure and arrival;
- (b) amount and emission factor for each type of fuel consumed in total;

Or. en

Consolidated Amendment 2 – part 4

Proposal for a regulation

Article 9 – paragraph 1 – point d - g

Text proposed by the Commission

- (d) distance travelled;
- (e) time spent at sea;
- (f) cargo carried;**

Amendment

- (d) distance travelled;
- (e) time spent at sea;
- deleted*
- (fa) energy efficiency as defined in Annex**

(g) transport work

II;
deleted

Or. en

Consolidated Amendment 2 – part 5

Proposal for a regulation Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

By way of derogation from the first paragraph, vessels exclusively operating within the scope of this Regulation and performing multiple voyages per day are exempted from monitoring emissions on a per-voyage basis.

Or. en

Consolidated Amendment 2 – part 6

Proposal for a regulation Article 10 – paragraph 1 and paragraph 1 – point a

Text proposed by the Commission

Amendment

Based on the monitoring plan approved in accordance to Article 13(1), for each ship and for each calendar year, the company shall monitor in accordance with part A of Annex I and Annex II the following parameters:

(a) amount and emission factor for each type of fuel consumed in total ***and differentiated between fuel used inside and outside emission control areas;***

Based on the monitoring plan approved in accordance to Article 13(1), for each ship and for each calendar year, the company shall monitor in accordance with part A of Annex I and Annex II the following parameters:

(a) amount and emission factor for each type of fuel consumed in total;

Or. en

Consolidated Amendment 2 – part 7

Proposal for a regulation
Article 10 – paragraph 1 – points g– j

Text proposed by the Commission

Amendment

(g) total distance travelled;

(g) total distance travelled;

(h) total time spent at sea;

(h) total time spent at sea;

(i) total transport work;

deleted

(j) average energy efficiency.

(j) average energy efficiency.

Or. en

Consolidated Amendment 2 – part 8

Proposal for a regulation
Article 21 – paragraph 3

Text proposed by the Commission

Amendment

3. The Commission shall publish an annual report on emissions and other *climate-*relevant information from maritime transport.

3. The Commission shall publish an annual report on emissions and other relevant information from maritime transport.

Or. en

Consolidated Amendment 2 – part 9

Proposal for a regulation
Annex II – point A – paragraph 4 and 5

Text proposed by the Commission

Amendment

For passenger ships, the number of passengers shall be used to express cargo carried. For all other categories of ships, the amount of cargo carried shall be expressed as metric tonnes and cubic meters of cargo.

deleted

Transport work shall be determined by multiplying the distance travelled with the amount of cargo carried.

deleted

Or. en

Consolidated Amendment 2 – part 10

Proposal for a regulation Annex II – point B – paragraph 3

Text proposed by the Commission

Average energy efficiency shall be monitored by using **at least four** indicators, fuel consumption per distance, **the fuel consumption per transport work**, the CO₂ emissions per distance **and the CO₂ emissions per transport work**, which shall be calculated as follows:

Fuel consumption per distance = total annual fuel consumption / total distance travelled

Fuel consumption per transport work = total annual fuel consumption / total transport work

CO₂ emissions per distance = total annual CO₂ emissions / total distance travelled

CO₂ emissions per transport work = total annual CO₂ emissions / total transport work

Amendment

Average energy efficiency shall be monitored by using **two** indicators, fuel consumption per distance **and** the CO₂ emissions per distance which shall be calculated as follows:

Fuel consumption per distance = total annual fuel consumption / total distance travelled

deleted

CO₂ emissions per distance = total annual CO₂ emissions / total distance travelled

deleted

Or. en

Consolidated Amendment (CONS 3)

Tonnage

Theodoros Skylakakis on behalf of the ALDE Group

Kriton Arsenis on behalf of the S&D Group

Satu Hassi on behalf of the Greens/EFA Group

Sabine Wils on behalf of the GUE/NGL Group

CONS 3 replacing amendments 13, 21, 30, 31, 90-92, 118-120, 136-145, 249, ITRE 13, TRAN 10, 21, 25

Consolidated Amendment 3 – part 1



Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) In order to *minimise the administrative burden for ship owners and operators, in particular for small and medium sized enterprises, and to optimise the benefits-costs-ratio* of the MRV system *without jeopardising the objective to cover a widely predominant share of greenhouse gas emissions from maritime transport*, the rules for MRV should *only* apply to *large emitters*. *A threshold of 5000 gross tonnage (GT) has been selected after detailed objective analysis of sizes and emissions of ships going to and coming from Union ports. Ships above 5000 GT account for around 55% of the number of ships calling into Union ports and represent around 90% of the related emissions.* This non-discriminatory threshold *would ensure that that the most relevant emitters are covered. A lower threshold would result in higher administrative burden while a higher threshold would limit the coverage of emissions and thus the environmental effectiveness of the system.*

Amendment

(12) In order to *ensure coherence* of the *Union MRV system with existing international law, in particular with MARPOL Annex VI*, the rules for MRV should apply to *ships of 400 GT and above*. This non-discriminatory threshold, *which should be applied with minimum administrative burden for ship owners and operators, would ensure that all relevant emitters are covered, create a level playing field, and contribute towards reaching an international MRV agreement.*

Or. en

Consolidated Amendment 3 – part 2

Proposal for a regulation Article 2 – paragraph 1

Text proposed by the Commission

1. This Regulation applies to ships above **5000 gross tons** in respect of emissions released during their voyages from the last port of call to a port under the jurisdiction of a Member State and from a port under the jurisdiction of a Member State to their next port of call, as well as within ports under the jurisdiction of a Member State.

Amendment

1. This Regulation applies to ships above **400 gross tons** in respect of emissions released during their voyages from the last port of call to a port under the jurisdiction of a Member State and from a port under the jurisdiction of a Member State to their next port of call, as well as within ports under the jurisdiction of a Member State.

Or. en

Consolidated Amendment 3 – part 3

Proposal for a regulation Article 5

Text proposed by the Commission

Article 5

Methods for monitoring and reporting emissions on maritime transport

For the purposes of Article 4(1), (2) and (3), companies shall determine their emissions and other *climate* relevant information for each of their ships above **5000 GT** in accordance with any of the methods set out in Annex I.

Amendment

Article 5

Methods for monitoring and reporting emissions on maritime transport

For the purposes of Article 4(1), (2) and (3), companies shall determine their emissions and other relevant information for each of their ships above **400 GT** in accordance with any of the methods set out in Annex I.

Or. en

Consolidated Amendment 3 – part 4

Proposal for a regulation Article 6 – paragraph 1

Text proposed by the Commission

1. By 31 August 2017, companies shall submit to the verifiers a monitoring plan indicating the method chosen to monitor and report emissions and other *climate*-relevant information for each of their ships above **5000 GT**.

Amendment

1. **By 31 August 2017**, companies shall submit to the verifiers a monitoring plan indicating the method chosen to monitor and report emissions and other relevant information for each of their ships above **400 GT**.

Or. en

Consolidated Amendment (CONS 4)

Review of Regulation after International Agreement

Theodoros Skylakakis on behalf of the ALDE Group

Christofer Fjellner on behalf of the EPP Group

Kriton Arsenis on behalf of the S&D Group

Martin Callanan on behalf of the ECR Group

CONS 4 replacing amendments 94-96, 140b, 258

Proposal for a regulation

Article 5 – sub-paragraph 2 a (new)

Text proposed by the Commission

Amendment

Where an international agreement to monitor greenhouse gas emissions from maritime transport is reached, the Commission shall review the methods set out in Annex I and may, if appropriate, propose amendments that specifying the use of flow meters for applicable combustion processes and direct emission measurements. Such proposals shall be adopted through delegated acts in accordance with Article 24.

Or. en

Consolidated Amendment (CONS 5)

Publication of information

Theodoros Skylakakis on behalf of the ALDE Group

Christofer Fjellner on behalf of the EPP Group

Kriton Arsenis on behalf of the S&D Group

Martin Callanan on behalf of the ECR Group

Sabine Wils on behalf of the GUE/NGL Group

CONS 5 replacing amendments 56, 59-65, 213, 214, 231-239, ITRE 35-37, TRAN 50, 52

Consolidated Amendment 5 – part 1

Proposal for a regulation

Article 11 – paragraph 3 – point a - point iv



Text proposed by the Commission

Amendment

(iv) technical efficiency of the ship (the Energy Efficiency Design Index (EEDI) *or the Estimated Index Value (EIV) in accordance with IMO Resolution MEPC.215 (63)*, where applicable):

(iv) ***certified*** technical efficiency of the ship ***expressed by*** the Energy Efficiency Design Index (EEDI) where applicable ***to the relevant ship type***:

Or. en

Consolidated Amendment 5 – part 2

Proposal for a regulation

Article 21 – paragraph 1

Text proposed by the Commission

Amendment

1. By 30 June each year, the Commission shall make publicly available the emissions reported in accordance with Article 11 ***and information on the company's compliance with the monitoring and reporting requirements set out in Articles 11 and 17.***

1. By 30 June each year, the Commission shall make publicly available the yearly emissions reported in accordance with Article 11, ***respecting the confidentiality of commercial information to protect a legitimate economic interest pursuant to Articles 3 and Article 4 of Directive 2003/4/EC* of the European Parliament and of the Council.***

**Directive 2003/4/EC of the European Parliament and of the Council of 28 January 2003 on public access to environmental information (OJ L 41, 14.2.2003, p. 26)*

Or. en

Consolidated Amendment 5 – part 3

Proposal for a regulation

Article 21 – paragraph 2 and paragraph 2 – points a – c

Text proposed by the Commission

2. The publication referred to in paragraph 1 shall include the following information:

(a) the identity of the ship (name, IMO registration number and port of registry or home port);

(b) the identity of the ship owner (name and address of owner and his principal place of business);

(c) technical efficiency of the ship (EEDI or EIV where applicable);

Amendment

2. The publication referred to in paragraph 1 shall include the following information:

(a) the identity of the ship (name, IMO registration number and port of registry or home port);

(b) the identity of the ship owner (name and address of owner and his principal place of business);

(c) technical efficiency of the ship (EEDI where applicable *to the relevant ship type*);

Or. en

Consolidated Amendment 5 – part 4

Proposal for a regulation

Article 21 – paragraph 2 – points e – k

Text proposed by the Commission

(e) annual total fuel consumption for voyages falling within the scope of this Regulation;

(f) annual average fuel consumption and greenhouse gas emissions per distance travelled of voyages falling within the scope of this Regulation;

Amendment

(e) annual total fuel consumption for voyages falling within the scope of this Regulation;

(f) annual average fuel consumption and greenhouse gas emissions per distance travelled of voyages falling within the scope of this Regulation;

(g) annual average fuel consumption and greenhouse gas emissions per distance travelled and cargo carried on voyages falling within the scope of this Regulation;

(h) annual total time spent at sea in voyages falling within the scope of this Regulation;

(i) methodology for monitoring applied;

(j) the date of issue and the expiry date of the document of compliance;

(k) the identity of the verifier having approved the emission report.

deleted

(i) methodology for monitoring applied;

(j) the date of issue and the expiry date of the document of compliance;

(k) the identity of the verifier having approved the emission report.

Or. en

Compromise Amendment 6 COMP 6

Delegated Acts on methods for monitoring

Theodoros Skylakakis on behalf of the ALDE Group

Christofer Fjellner on behalf of the EPP Group

Kriton Arsenis on behalf of the S&D Group

Martin Callanan on behalf of the ECR Group

Satu Hassi on behalf of the Greens/EFA Group

Sabine Wils on behalf of the GUE/NGL Group

COMP 6 replacing amendments 67, 243, 244, ITRE 8, 40, 41, TRAN 55

Proposal for a regulation

Article 23

Text proposed by the Commission

Article 23

Delegation of powers

The power to adopt delegated acts in order to supplement and amend the provisions of Annexes I and II to take into account up-to-date scientific evidence available, as well as the relevant ***data available on board of ships and the relevant international rules and internationally accepted standards, to identify*** the most accurate and efficient methods for monitoring of emissions, and ***to improve*** the accuracy of the information requested related to the monitoring and reporting of emissions is conferred on the Commission subject to the conditions laid down under Article 24 to the extent it concerns non-essential elements of this Regulation.

Amendment

Article 23

Delegation of powers

The power to adopt delegated acts in order to supplement and amend the provisions of Annexes I and II ***shall be granted*** to take into account up-to-date scientific evidence available, as well as ***to align the Annexes with*** the relevant ***international regulations as agreed by the IMO, with the aim of ensuring conformity with*** international regulations, ***identifying*** the most accurate and efficient methods for monitoring of emissions, and ***improving*** the accuracy of the information requested related to the monitoring and reporting of emission. ***This power*** is conferred on the Commission subject to the conditions laid down under Article 24 ***only*** to the extent it concerns non-essential elements of this Regulation.

Or. en

General aim

Theodoros Skylakakis on behalf of the ALDE Group

Christofer Fjellner on behalf of the EPP Group

Kriton Arsenis on behalf of the S&D Group

Martin Callanan on behalf of the ECR Group

Satu Hassi on behalf of the Greens/EFA Group

Sabine Wils on behalf of the GUE/NGL Group



COMP 7 replacing amendments 8, 80a&b, 81-82, TRAN 4

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) In order to reduce carbon dioxide emissions from shipping at Union level the best possible option remains setting up a system for monitoring, reporting and verification (MRV) of **CO₂** emissions based on the fuel consumption of ships *as* a first step of a staged approach for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment.

Amendment

(4) In order to reduce carbon dioxide emissions from shipping at Union level the best possible option remains ***implementing a market based measure, either pricing of the emissions or a levy, that requires*** setting up a system for monitoring, reporting and verification (MRV) of ***greenhouse gas*** emissions based on the fuel consumption of ships. ***Collecting data on such emissions is*** a first step of a staged approach, ***justified by the necessity of reduction of such emissions***, for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment. ***Public access to the emission data will contribute to remove market barriers that prevent the uptake of many cost-negative measures which would reduce emissions from the sector.***

Or. en