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*****I**
REPORT

on the 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 (COM(2013)0480 – C7-0201/2013 – 2013/0224(COD))

Committee on the Environment, Public Health and Food Safety

Rapporteur: Theodoros Skylakakis

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the ▬ symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the 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 (COM(2013)0480 – C7-0201/2013 – 2013/0224(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2013)0480),
 - having regard to Article 294(2) and Article 192(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C7-0201/2013),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the opinion of the European Economic and Social Committee of 16 October 2013¹,
 - after consulting the Committee of the Regions,
 - having regard to Rule 55 of its Rules of Procedure,
 - having regard to the report of the Committee on the Environment, Public Health and Food Safety and the opinions of the Committee on Industry, Research and Energy and the Committee on Transport and Tourism (A7-0000/2014),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it intends to amend its proposal substantially or replace it with another text;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

¹ Not yet published in the Official Journal.

Amendment 1

Proposal for a regulation Title

Text proposed by the Commission

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.

Amendment

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.

Amendment 2

Proposal for a regulation Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Maritime transport has an impact on the global climate and on air quality, as a result of carbon dioxide (CO₂) emissions and other emissions, including nitrogen oxides (NO_x), sulphur oxides (SO_x), methane (CH₄), particulate matter (PM) and black carbon (BC).

Amendment 3

Proposal for a regulation Recital 1 b (new)

Text proposed by the Commission

Amendment

(1b) International maritime shipping remains the only means of transportation not included in the Union's commitment to reduce greenhouse gas emissions. According to the impact assessment accompanying the proposal for this Regulation, Union-related CO₂ emissions

from international shipping increased with 48% between 1990 and 2007.

Amendment 4

Proposal for a regulation Recital 1 c (new)

Text proposed by the Commission

Amendment

(1c) In the light of the rapidly developing scientific understanding of the non-CO₂ impact of maritime transport on the global climate, an updated assessment of that impact should be carried out regularly in the context of this Regulation. Based on its assessments, and taking into account the European Parliament's resolution of 14 September 2011 on a comprehensive approach to non-CO₂ climate-relevant anthropogenic emissions, the Commission should analyse the implications for policies and measures in order to reduce those emissions.

Amendment 5

Proposal for a regulation Recital 1 d (new)

Text proposed by the Commission

Amendment

(1d) The Commission should also take action to address other activities that lead to emissions of greenhouse gases and air pollutants that are not covered by this Regulation, i.e. the use of refrigerants by fishing boats, and evaporative emissions from the loading-offloading of fuels and bulk goods (e.g. VOCs, PM).

Amendment 6

Proposal for a regulation Recital 1 e (new)

Text proposed by the Commission

Amendment

(1e) The Commission White Paper "Roadmap to a Single European Transport Area" of 2011 calls for a reduction of emissions from maritime transport by 40% (50% if feasible) compared to 2005 levels by 2050, namely through the application of the "user pays" and "polluter pays" principles.

Amendment 7

Proposal for a regulation Recital 1 f (new)

Text proposed by the Commission

Amendment

(1f) The European Parliament's Resolution on the "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" (2011/2096(INI)) calls for an Union-wide uniform 30% reduction in emissions of CO₂ and pollutants in shipping, to which the IMO agreements on the Energy Efficiency Design Index and the Ship Energy Efficiency Management Plan are to make a contribution.

Amendment 8

Proposal for a regulation Recital 3

Text proposed by the Commission

Amendment

(3) According to data provided by the IMO, the specific energy consumption and CO₂ emissions of ships could be reduced

(3) According to data provided by the IMO, the specific energy consumption and CO₂ emissions of ships could be reduced

by **up to 75%** by applying operational measures and implementing existing technologies; a significant part of those measures can be regarded as cost-effective as the reduced fuel costs ensure the pay-back of any operational or investment costs.

by **25-75 %** by applying operational measures and implementing existing technologies; a significant part of those measures can be regarded as cost-effective **and being such that they could offer net benefits to the sector**, as the reduced fuel costs ensure the pay-back of any operational or investment costs.

Amendment 9

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 CO_2 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, namely, 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 reducing such emissions**, for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment. **Public access to the emissions data will contribute to remove market barriers that prevent the uptake of many cost-negative measures which would reduce emissions from the sector.**

Amendment 10

Proposal for a regulation Recital 6

Text proposed by the Commission

(6) The results of the stakeholder consultation and discussions with international partners indicate that a staged

Amendment

(6) The results of the stakeholder consultation and discussions with international partners indicate that a staged

approach for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment should be applied with the implementation of a robust MRV system for **CO₂** emissions from maritime transport as a first step and ***the pricing of these emissions*** at a later stage. This approach facilitates making significant progress at international level on the agreement of greenhouse gas emission reduction targets and further measures to achieve these reductions at minimum cost.

approach for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment should be applied with the implementation of a robust MRV system for **greenhouse gas** emissions from maritime transport as a first step and ***the introduction of new policy instruments, namely, pricing of the emissions or a levy***, at a later stage. This approach facilitates making significant progress at international level on the agreement of greenhouse gas emission reduction targets and further measures to achieve these reductions at minimum cost.

Amendment 11

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) The introduction of a Union MRV system is expected to lead to emission reductions ***of up to 2% compared to business-as-usual and aggregated net costs reductions of up to 1.2 billion EUR by 2030*** as it could contribute to the removal of market barriers, ***in particular those related to the lack of information about ship efficiency***. This reduction of transport costs should facilitate international trade. Furthermore, a robust MRV system is a prerequisite for any market-based measure or ***efficiency standard, whether applied at Union level or globally***. It also provides reliable data to set precise emission reduction targets and to assess the progress of maritime transport's contribution towards achieving a low carbon economy.

Amendment

(7) The introduction of a Union MRV system is expected to lead to emission reductions as it could contribute to the removal of market barriers. This reduction of transport costs should facilitate international trade. Furthermore, a robust MRV system is a prerequisite for any market-based measure or ***other measures aiming at providing a better basis for the "polluter pays" principle***, whether applied at Union level or globally. ***In view of the international nature of shipping, a globally agreed procedure would be the preferred and most effective method of reducing emissions in international maritime transport***. It also provides reliable data to set precise emission reduction targets and to assess the progress of maritime transport's contribution towards achieving a low carbon economy.

Amendment 12

Proposal for a regulation Recital 8

Text proposed by the Commission

(8) All intra-Union voyages, all incoming voyages from the last non-Union port to the first Union port of call and all outgoing voyages from a Union port to the next non-Union port of call should be considered relevant for purposes of monitoring. **CO₂** emissions in Union ports including when ships are at berth or move within a port, should be covered as well, in particular as specific measures for their reduction or avoidance are available. These rules should be applied in a non-discriminatory manner to all ships regardless of their flag.

Amendment

(8) All intra-Union voyages, all incoming voyages from the last non-Union port to the first Union port of call and all outgoing voyages from a Union port to the next non-Union port of call should be considered relevant for purposes of monitoring. **Greenhouse gas** emissions in Union ports including when ships are at berth or move within a port, should be covered as well, in particular as specific measures **and alternative technologies, such as facilities which make it possible for ships to connect to mains electricity while at berth,** for their reduction or avoidance are available. These rules should be applied in a non-discriminatory manner to all ships regardless of their flag.

Justification

Emissions from ships are a significant source of urban pollution in ports. If ships at berth were able to connect to mains electricity, they could turn off their engines, thus reducing the pollution they cause. This technology is fully developed and offers many environmental benefits, in addition to its potential as a new industry.

Amendment 13

Proposal for a regulation Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) In view of the geographical scope and the concomitant need for the monitoring of greenhouse gas emissions outside the jurisdiction of the Member States, and given the inclusion of shipping companies registered all over the world, the Commission should inform third

countries in good time and in an appropriate manner in order to secure maximum international acceptance.

Amendment 14

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) A robust ship-specific Union MRV system should be based on the calculation of emissions from fuel consumed on voyages from and to Union ports as fuel sales data could not provide appropriately accurate estimates for the fuel consumption within this specific scope due to the large tank capacities of ships.

Amendment

(10) A robust ship-specific Union MRV system should be based on the calculation of emissions from fuel consumed ***or on the accurate reporting of real emissions*** on voyages from and to Union ports as fuel sales data could not provide appropriately accurate estimates for the fuel consumption within this specific scope due to the large tank capacities of ships.

Justification

Ships using continuous monitoring get accurate information on their emissions and should not have to convert this back into fuel use.

Amendment 15

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 ***in order to*** further analyse the drivers for the development of emissions, ***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.

Amendment 16

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, would create a level playing field, and would contribute towards reaching an international agreement on MRV.*

Amendment 17

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) *To further reduce the administrative effort for ship owners and operators, the monitoring rules should focus on CO2 as*

Amendment

deleted

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.

Amendment 18

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 Union 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 the Union MRV system.

Amendment 19

Proposal for a regulation Recital 16 a (new)

Text proposed by the Commission

(16a) The MARPOL Convention includes the mandatory application of the Energy Efficiency Design Index (EEDI) to new ships and the use of Ship Efficiency Management Plans (SEEMP) throughout the entire world fleet.

Amendment

(16a) The MARPOL Convention includes the mandatory application of the Energy Efficiency Design Index (EEDI) to new ships and the use of Ship Efficiency Management Plans (SEEMP) throughout the entire world fleet.

Amendment 20

Proposal for a regulation Recital 18

Text proposed by the Commission

(18) Verification by accredited verifiers

Amendment

(18) Verification by accredited verifiers

should ensure that monitoring plans and emission reports are correct and in compliance with the requirements defined by this Regulation. As an important element to simplify verification, verifiers should check data credibility by comparing reported data with estimated data based on ship tracking data and characteristics. Such estimates could be provided by the Commission. Verifiers should be independent and competent persons or legal entities and should be accredited by national accreditation bodies established pursuant to Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) No 339/93¹⁹.

¹⁹ OJ L 218, 13.8.2008, p. 30.

Amendment 21

Proposal for a regulation

Recital 25

Text proposed by the Commission

(25) In order to make use of the best available practices and scientific evidence, the power to adopt acts in accordance with Article 290 of the Treaty should be delegated to the Commission in respect of reviewing certain technical aspects of monitoring and reporting of **CO₂** emissions from ships and of further specifying rules for the verification of emission reports and the accreditation of verifiers. It is of particular importance that the Commission carries out appropriate consultations during

should ensure that monitoring plans and emission reports are correct and in compliance with the requirements defined by this Regulation. ***Therefore, competence requirements are essential for a verifier to be able to perform the verification activities under this Regulation.*** As an important element to simplify verification, verifiers should check data credibility by comparing reported data with estimated data based on ship tracking data and characteristics. Such estimates could be provided by the Commission. Verifiers should be independent and competent persons or legal entities and should be accredited by national accreditation bodies established pursuant to Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) No 339/93¹⁹.

¹⁹ OJ L 218, 13.8.2008, p. 30.

Amendment

(25) In order to make use of the best available practices and scientific evidence, the power to adopt acts in accordance with Article 290 of the Treaty should be delegated to the Commission in respect of reviewing certain technical aspects of monitoring and reporting of **greenhouse gas** emissions from ships and of further specifying rules for the verification of emission reports and the accreditation of verifiers. It is of particular importance that the Commission carries out appropriate

its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and Council.

consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and Council.

Amendment 22

Proposal for a regulation Recital 26

Text proposed by the Commission

(26) In order to ensure uniform conditions for the use of automated systems and standard electronic templates for coherent reporting of emissions and other *climate-relevant* information to the Commission and involved States implementing powers should be conferred on the Commission. Those necessary implementing powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers²³.

²³ OJ L 251, 18.9.2012, p. 49

Amendment

(26) In order to ensure uniform conditions for the use of automated systems and standard electronic templates for coherent reporting of emissions and other *relevant* information to the Commission and involved States implementing powers should be conferred on the Commission. Those necessary implementing powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers²³.

²³ OJ L 251, 18.9.2012, p. 49

Amendment 23

Proposal for a regulation Recital 27

Text proposed by the Commission

(27) The objective of the proposed action, namely to monitor, report and verify *CO₂*

Amendment

(27) The objective of the proposed action, namely to monitor, report and verify

emissions from ships as first step of a staged approach to reduce these emissions cannot be sufficiently achieved by the Member States acting individually, due to the international nature of maritime transport and can therefore, by reason of scale and effects of the action, be better achieved at Union level. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

greenhouse gas emissions from ships as first step of a staged approach to reduce these emissions **and achieve the targets set out in the Commission White Paper "Roadmap to a Single European Transport Area"**, cannot be sufficiently achieved by the Member States acting individually, due to the international nature of maritime transport and can therefore, by reason of scale and effects of the action, be better achieved at Union level. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

Amendment 24

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.

Amendment 25

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 26

Proposal for a regulation
Article 2 – paragraph 2

Text proposed by the Commission

2. This Regulation does not apply to warships, naval auxiliaries, **fish catching or processing ships**, wooden ships of a primitive build, ships not propelled by mechanical means and government ships used for non-commercial purposes.

Amendment 27

Proposal for a regulation
Article 3 – 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 28

Proposal for a regulation
Article 3 – point e

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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.

Amendment

2. This Regulation does not apply to warships, naval auxiliaries, wooden ships of a primitive build, ships not propelled by mechanical means and government ships used for non-commercial purposes.

Amendment

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

Text proposed by the Commission

(e) ‘verifier’ means a legal entity carrying out verification activities that is accredited by a national accreditation body pursuant to Regulation (EC) No 765/2008 of the European Parliament and of the Council²⁶ and this Regulation;

²⁶ OJ L 218, 13.8.2008, p. 30.

Amendment

(e) ‘verifier’ means a legal entity carrying out verification activities that is accredited by a national accreditation body pursuant to Regulation (EC) No 765/2008 of the European Parliament and of the Council²⁶ and this Regulation, ***or an agency in charge of a modelling system for the monitoring of ship emissions;***

²⁶ OJ L 218, 13.8.2008, p. 30.

Justification

By including agency as verifier, the regulation allows ship-owners to use modelling as a mean for emission monitoring.

Amendment 29

Proposal for a regulation
Article 3 – 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 analysing emission trends and ***assessing ships’*** performances;

Amendment 30

Proposal for a regulation
Article 3 – point j

Text proposed by the Commission

(j) ‘conservative’ means that a set of assumptions is defined in order to ensure

Amendment

(g) ‘other relevant information’ means information related to ***the greenhouse gas emissions from*** the consumption of fuels, ***distance sailed, the scope for connecting to mains electricity while at berth*** and energy efficiency of ships which allow for analysing emission trends and ***indicating shipping*** performances;

Amendment

(j) ‘conservative’ means that a set of assumptions is defined in order to ensure

that no under-estimation of annual emissions or over-estimation of distances *or amounts of cargo carried* occurs;

that no under-estimation of annual emissions or over-estimation of distances occurs;

Amendment 31

Proposal for a regulation Article 3 – point k

Text proposed by the Commission

Amendment

(k) 'tonnes of CO₂' means metric tonnes of CO₂;

deleted

Amendment 32

Proposal for a regulation Article 3 – point l a (new)

Text proposed by the Commission

Amendment

(la) 'ship at berth' means a ship which is securely moored or anchored in a Union port while it is loading, unloading or hotelling, including the time spent when not engaged in cargo operations;

Amendment 33

Proposal for a regulation Article 3 – point l b (new)

Text proposed by the Commission

Amendment

(lb) 'ice class' means the notation assigned to a ship by the administration or by an organization recognized by the administration showing that the ship has been designed for navigation in sea-ice conditions.

Amendment 34

Proposal for a regulation Article 4 – paragraph 1

Text proposed by the Commission

1. Companies shall monitor and report for every ship the amount and type of fuel consumed during a *calendar year* within *each port* under the jurisdiction of a Member State and for *each voyage* arriving to and departing from a port located under the jurisdiction of a Member State in accordance with paragraphs 2 to 6.

Amendment

1. Companies shall monitor and report for every ship the amount and type of fuel consumed during a *reporting period* within *all ports* under the jurisdiction of a Member State and for *all voyages* arriving to and departing from a port located under the jurisdiction of a Member State in accordance with paragraphs 2 to 6.

Amendment 35

Proposal for a regulation Article 4 – paragraph 2

Text proposed by the Commission

2. Monitoring and reporting shall be complete and cover *all* emissions from the combustion of fuels. Companies shall apply appropriate measures to prevent any data gaps within the reporting period.

Amendment

2. Monitoring and reporting shall be complete and cover *CO₂ and NO_x* emissions from the combustion of fuels, *while the ship is at sea as well as at berth*. Companies shall apply appropriate measures to prevent any data gaps within the reporting period.

Amendment 36

Proposal for a regulation Article 4 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. Companies shall take account of the recommendations included in the verification reports issued pursuant to Article 13 in their consequent monitoring and reporting.

Amendment 37

Proposal for a regulation Article 5

Text proposed by the Commission

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

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.

Amendment 38

Proposal for a regulation Article 5 – paragraph 1 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 shall be empowered to adopt delegated acts in accordance with Article 24, concerning, if appropriate, amendments to that Annex in order to specify the use of flow meters for applicable combustion processes and direct emission measurements.

Amendment 39

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

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 *climate*-relevant information for each of their ships above **5000 GT**.

indicating the method chosen to monitor and report emissions and other relevant information for each of their ships above **400 GT**.

Amendment 40

Proposal for a regulation

Article 6 – paragraph 3 – point a

Text proposed by the Commission

(a) the identification and type of the ship including the name of the ship, its International Maritime Organisation (IMO) registration number, its port of registry or home port and the name of the ship owner;

Amendment

(a) the identification and type of the ship including the name of the ship, its International Maritime Organisation (IMO) registration number, its port of registry or home port, ***the ice class of the ship***, and the name of the ship owner;

Amendment 41

Proposal for a regulation

Article 6 – paragraph 3 – point c

Text proposed by the Commission

(c) a description of the emission sources ***on board of the ship such as main engines, auxiliary engines, boilers and inert gas generators and the fuel types used***;

Amendment

(c) a description of the ***following*** emission sources ***and their associated fuel types on board of the ship as follows***:

(i) main engine(s)

(ii) auxiliary engine(s)

(iii) boiler(s)

(iv) inert gas generator(s);

Amendment 42

Proposal for a regulation

Article 6 – paragraph 3 – point d

Text proposed by the Commission

(d) a description of procedures, systems and responsibilities used to update the completeness of the list of emission sources over the monitoring *year* for the purpose of ensuring the completeness of monitoring and reporting of the emissions of the ship;

Amendment

(d) a description of procedures, systems and responsibilities used to update the completeness of the list of emission sources over the monitoring *period* for the purpose of ensuring the completeness of monitoring and reporting of the emissions of the ship;

Amendment 43

Proposal for a regulation

Article 6 – paragraph 3 – point h – subpoint ii

Text proposed by the Commission

(ii) the procedures, responsibilities, formulae and data sources for determining and recording the cargo carried and the number of passengers as applicable;

Amendment

deleted

Amendment 44

Proposal for a regulation

Article 6 – paragraph 3 – point h a (new)

Text proposed by the Commission

Amendment

(ha) the procedures, responsibilities, formulae and data sources for determining and recording the distance travelled and the time spent when navigating through ice;

Amendment 45

Proposal for a regulation

Article 6 – paragraph 3 – point j

Text proposed by the Commission

Amendment

(j) the date of the latest modification to the monitoring plan.

deleted

Amendment 46

Proposal for a regulation

Article 6 – paragraph 3 – point j a (new)

Text proposed by the Commission

Amendment

(ja) a revision record sheet to record all details of the revision history;

Amendment 47

Proposal for a regulation

Article 6 – paragraph 4

Text proposed by the Commission

Amendment

4. Companies shall use standardised monitoring plans based on templates. Technical rules establishing the templates for the monitoring plans referred to in paragraph 1 *shall be determined by means of implementing acts*. Those *implementing* acts shall be adopted by the Commission in accordance with the procedure referred to in Article 25(2) of this Regulation.

4. Companies shall use standardised monitoring plans based on templates. *The Commission shall be empowered to adopt delegated acts in accordance with Article 24 in order to determine* technical rules establishing the templates for the monitoring plans referred to in paragraph 1. . *Those templates shall be as simple as possible and shall not entail needless bureaucracy.*

Amendment 48

Proposal for a regulation

Article 7 – paragraph 2 – introductory part

Text proposed by the Commission

A company shall modify the monitoring plan in any of the **following** situations:

Amendment

A company shall modify the monitoring plan in any of the **situations set out in points (a) to (e)**. **The monitoring plan shall be modified only in respect of the specific changes that have occurred as a result of those** situations.

Amendment 49

Proposal for a regulation

Article 7 – paragraph 2 – point a

Text proposed by the Commission

(a) where a change of ownership of ships occurs;

Amendment

(a) where a change of ownership of ships, **or change of DOC holder or of flag** occurs;

Amendment 50

Proposal for a regulation

Article 8 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

Monitoring may be suspended during periods during which a ship is engaged in emergency situations including life-saving activities.

Amendment 51

Proposal for a regulation

Article 9 – point b

Text proposed by the Commission

(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

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

Amendment 52

Proposal for a regulation
Article 9 – point c

Text proposed by the Commission

Amendment

(c) CO₂ emitted;

(c) CO₂ *and* NO_x emitted;

Amendment 53

Proposal for a regulation
Article 9 – point f

Text proposed by the Commission

Amendment

(f) *cargo carried*;

deleted

Amendment 54

Proposal for a regulation
Article 9 – point f a (new)

Text proposed by the Commission

Amendment

(fa) *energy efficiency as determined in Annex II*;

Amendment 55

Proposal for a regulation
Article 9 – point g

Text proposed by the Commission

Amendment

(g) *transport work*

deleted

Amendment 56

Proposal for a regulation Article 9 – point g a (new)

Text proposed by the Commission

Amendment

(ga) date and time of the start and finish of periods during which monitoring was suspended due to emergency situations such as life-saving activities, along with a description of the same;

Amendment 57

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

Text proposed by the Commission

Amendment

For deep sea shipping calling a series of Union ports, the European leg should be considered as one voyage.

Amendment 58

Proposal for a regulation Article 9 – paragraph 1 b (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.

Amendment 59

Proposal for a regulation
Article 10

Text proposed by the Commission

Article 10

Monitoring on a yearly basis

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;***
- (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;
- (f) CO₂ emissions which occurred within ports under a Member State's jurisdiction at berth;
- (g) total distance travelled;
- (h) total time spent at sea;
- (i) total transport work;***
- (j) average energy efficiency.

Amendment 60

Proposal for a regulation
Article 11 – paragraph 3 – point a – subpoint iii a (new)

Amendment

Article 10

Monitoring on a yearly basis

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;
- (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 ***and NO_x*** emissions which occurred within ports under a Member State's jurisdiction at berth;
- (g) total distance travelled;
- (h) total time spent at sea ***and at berth;***
- (j) average energy efficiency.

Text proposed by the Commission

Amendment

(iia) the ice class of the ship,

Amendment 61

Proposal for a regulation

Article 11 – paragraph 3 – point a - subpoint 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*:

Amendment 62

Proposal for a regulation

Article 11 – paragraph 3 – point a – subpoint ix

Text proposed by the Commission

Amendment

(ix) address, telephone, *fax* and e-mail details for a contact person;

(ix) address, telephone and e-mail details for a contact person;

Amendment 63

Proposal for a regulation

Article 11 – paragraph 3 – point c a (new)

Text proposed by the Commission

Amendment

(ca) details of suspended monitoring periods due to emergency situations and life-saving.

Amendment 64

Proposal for a regulation Article 13 – paragraph 5

Text proposed by the Commission

5. In particular the verifier shall ensure that the emissions and other ***climate-relevant*** information included in the emission report have been determined in accordance with Articles 8, 9 and 10 and the monitoring plan referred to in Article 6. The verifier shall also ensure that the emissions and other ***climate-relevant*** information declared in the reports are consistent with data calculated from other sources in accordance with Annexes I and II.

Amendment

5. In particular the verifier shall ensure that the emissions and other ***relevant*** information included in the emission report have been determined in accordance with Articles 8, 9 and 10 and the monitoring plan referred to in Article 6. The verifier shall also ensure that the emissions and other ***relevant*** information declared in the reports are consistent with data calculated from other sources in accordance with Annexes I and II.

Amendment 65

Proposal for a regulation Article 13 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. Where the verifier has identified areas for improvement in the company's performance related to the monitoring and reporting of emissions, including in relation to achieving higher accuracy and enhancing efficiency in the monitoring and reporting, it shall include in the verification report recommendations for improvement.

Amendment 66

Proposal for a regulation Article 15 – paragraph 1

Text proposed by the Commission

Amendment

1. The verifier shall identify potential

deleted

risks related to the monitoring and reporting process by comparing reported emissions with estimated data based on ship tracking data and characteristics such as the installed engine power. Where significant deviations are found, the verifier shall carry out further analyses.

Justification

The verification procedure described should be an option for the company to monitor ship emissions and are therefore suggested to be deleted.

Amendment 67

**Proposal for a regulation
Article 19 – paragraph 3 a (new)**

Text proposed by the Commission

Amendment

3a. During the course of visits and inspections undertaken by EMSA to monitor the implementation of Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on Port State Control, EMSA will also monitor the application of paragraphs 1, 2, and 3 by the competent authorities of Member States and report to the Commission.

Justification

EMSA already undertakes 4-6 visits to Member States per year to assess the implementation of the Port State Control regime.

Amendment 68

**Proposal for a regulation
Article 20 – paragraph 1**

Text proposed by the Commission

Amendment

1. Member States shall lay down a system

1. Member States shall lay down a system

of penalties for failure to comply with the monitoring and reporting requirements set out in Articles 8 to 12 and shall take all the measures necessary to ensure that those penalties are applied. The penalties provided for shall be ***no less stringent than those foreseen under national legislation on greenhouse gas emissions in case of non-compliance with reporting obligations by operators and be*** effective, proportionate and dissuasive. Member States shall notify these provisions to the Commission by 1 July 2017, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

of penalties for failure to comply with the monitoring and reporting requirements set out in Articles 8 to 12 and shall take all the measures necessary to ensure that those penalties are applied. The penalties provided for shall be effective, proportionate and dissuasive. Member States shall notify these provisions to the Commission by 1 July 2017, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

Amendment 69

Proposal for a regulation Article 21 – paragraph 1

Text proposed by the Commission

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.***

Amendment

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^{1a} of the European Parliament and of the Council.***

^{1a} ***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)***

Amendment 70

Proposal for a regulation

Article 21 – paragraph 2 – point a

Text proposed by the Commission

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

Amendment

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

Amendment 71

Proposal for a regulation

Article 21 – paragraph 2 – point c

Text proposed by the Commission

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

Amendment

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

Amendment 72

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;

Amendment 73

Proposal for a regulation

Article 21 – paragraph 2 – point g

Text proposed by the Commission

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

Amendment

deleted

Amendment 74

Proposal for a regulation

Article 21 – paragraph 2 – point h

Text proposed by the Commission

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

Amendment

deleted

Amendment 75

Proposal for a regulation

Article 21 – paragraph 3

Text proposed by the Commission

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

Amendment

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

Amendment 76

Proposal for a regulation

Article 22 – paragraph 3

Text proposed by the Commission

3. Where an international agreement on global measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission shall review this Regulation and *may, if appropriate, propose amendments to this Regulation.*

Amendment

3. Where an international agreement on global measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission shall review this Regulation and *ensure alignment with the relevant international regulations set by the IMO.*

Amendment 77

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 conferred on the Commission in order*** 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 emissions. ***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.

Amendment 78

Proposal for a regulation Article 24 – paragraph 1

Text proposed by the Commission

1. The power to adopt delegated acts referred to in Articles 15, 16 and 23 shall be conferred on the Commission for a period of five years from ***1 July 2015***.

Amendment

1. The power to adopt delegated acts referred to in ***paragraph 1a of Article 5, Article 6(4)***, Articles 15, 16 and 23 shall be conferred on the Commission for a period of five years from ***[date of entry into force of this Regulation]***. ***The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the 5-year period. The delegation of power shall be***

tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

Amendment 79

Proposal for a regulation Article 24 – paragraph 2

Text proposed by the Commission

2. The delegation of power referred to in Article 23 may be revoked at any time by the European Parliament or by the Council. A decision *of revocation* shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment

2. The delegation of power referred to in *paragraph 1a of Article 5, Article 6(4), Articles 15, 16 and 23* may be revoked at any time by the European Parliament or by the Council. A decision *to revoke* shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment 80

Proposal for a regulation Article 24 – paragraph 4

Text proposed by the Commission

4. A delegated act adopted pursuant to Article 23 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at

Amendment

4. A delegated act adopted pursuant to *paragraph 1a of Article 5, Article 6(4), Articles 15, 16 and 23* shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will

the initiative of the European Parliament or the Council.

not object. That period shall be extended by two months at the initiative of the European Parliament or the Council.

Amendment 81

Proposal for a regulation

Article 26 – paragraph 2

Regulation (EU) No 525/2013

Article 21 a – paragraphs 1 to 3

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, 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

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, 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)]."

XXXX/XXXX. These implementing acts shall be adopted in accordance with the examination procedure referred to in [Article 26(2)]."

Amendment 82

Proposal for a regulation

Article 26 – paragraph 2

Regulation (EU) No 525/2013

Article 21 a – paragraph 3 a (new)

Present text

Amendment

(3a) The Commission shall biennially assess the maritime transport sector's overall impact on the global climate including through non-CO₂ emissions or effects, based on the emission data provided by Member States pursuant to Article 7 and/or provided under Regulation(EU) No XXXX/XXXX and improve that assessment by reference to scientific advancements and maritime traffic data.

Amendment 83

Proposal for a regulation

Annex I – part B – paragraph 3 – point d a (new)

Text proposed by the Commission

Amendment

(da) Modelling with ship movement information (AIS) and ship specific data.

Amendment 84

Proposal for a regulation ANNEX I – point B – paragraph 3 a (new)

Text proposed by the Commission

Amendment

Any combination of the above methods, approved by the verifier may be used if it enhances the overall accuracy of the measurement.

Amendment 85

Proposal for a regulation Annex I – part B – point 1 – paragraph 3

Text proposed by the Commission

Amendment

This approach shall not be used when BDN are not available on board of ships, especially when cargo is used as a fuel, for example, liquefied natural gas (LNG) boil-off.

Where BDN's are not available on board of ships, especially when cargo is used as a fuel, for example, liquefied natural gas (LNG) boil-off, the stock takes of fuel tanks and bunker fuel tank readings shall be used only.

Amendment 86

Proposal for a regulation ANNEX I – point B – point 1 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

Where BDNs are not available on board ships, especially where cargo is used as a fuel, for example, liquefied natural gas (LNG) boil-off, only the stock takes of fuel tanks and bunker fuel tank readings shall be used.

Amendment 87

Proposal for a regulation

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Annex I – part B – point 2 – paragraph 5 – point b a (new)

Text proposed by the Commission

Amendment

(ba) the density measured in a test analysis conducted in an accredited fuel test laboratory, where available.

Justification

The actual fuel density determined in a fuel test laboratory, in the cases that the Company is in possession of it, is more accurate than the standard density for the type of fuel used and therefore should be included as an option.

Amendment 88

Proposal for a regulation

ANNEX I – point B – point 4 – paragraph 1

Text proposed by the Commission

Amendment

The direct emissions measurements may be used for voyages within the scope of this regulation and for emissions occurring in ports located in a Member State's jurisdiction. CO₂ emitted shall include CO₂ emitted by main engines, auxiliary engines, boilers and inert gas generators. ***For ships on which reporting is based on this method, the fuel consumption shall be calculated using the measured CO₂ emissions and the applicable emission factor of the relevant fuels.***

The direct emissions measurements may be used for voyages within the scope of this regulation and for emissions occurring in ports located in a Member State's jurisdiction. CO₂ ***and NO_x*** emitted shall include CO₂ ***and NO_x*** emitted by main engines, auxiliary engines, boilers and inert gas generators.

Amendment 89

Proposal for a regulation

ANNEX I – point B – point 4 – paragraph 2

Text proposed by the Commission

Amendment

This method is based on the determination of CO₂ emission flows in exhaust gas stacks (funnels) by multiplying the CO₂ concentration of the exhaust gas with the exhaust gas flow.

This method is based on the determination of CO₂ ***and NO_x*** emission flows in exhaust gas stacks (funnels) by multiplying the CO₂ ***and NO_x*** concentration of the exhaust gas with the exhaust gas flow.

Amendment 90

Proposal for a regulation Annex I – part B –point 4 a (new)

Text proposed by the Commission

Amendment

4a. Method Da: Modelling with ship movement information (AIS) and ship specific data.

The agency in charge of the modelling system makes a written agreement with the ship-owner of the ship in question. At the end of the monitoring period, the calculated CO2 emissions are compared to ship oil record book and BDN's in order to find and correct any discrepancies.

Amendment 91

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

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

Amendment 92

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

Text proposed by the Commission

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

Amendment

deleted

Amendment 93

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 *and* NO_x emissions per distance which shall be calculated as follows:

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

CO₂ *and* NO_x emissions per distance = total annual CO₂ *and* NO_x emissions / total distance travelled

EXPLANATORY STATEMENT

Introduction

The maritime transport sector plays a key role in the European economy. It is responsible for a large fraction of the international transport of goods between the EU-27 and the rest of the world, while it provides a significant contribution to intra-EU transport of goods. According to the “EU TRANSPORT in figures, 2012”, in 2010 the shipping sector was responsible for freight transport of approximately 1400 billion tonne-kilometres (tkm) in the EU-27, second to road transport (1800 billion tkm). Shipping is less important for the transport of passengers within the EU-27 when it comes to number of passengers being transported; however, it remains an important transport mode in areas where other modes of transport are limited by geographic setting (e.g. islands).

Due to its dependence on fossil fuel combustion and the fact that it is one of the least regulated anthropogenic emission sources, emissions from the marine transport sector contribute to both air pollution and climate change. The sector's environmental impact from emissions such as carbon dioxide (CO₂), nitrogen oxides (NO_x), sulphur oxides (SO_x), methane (CH₄), particulate matter (PM) and black carbon (BC) from shipping occurring in European waters can contribute up to 10–20% of overall worldwide shipping emissions. When considering all ship traffic from national and international shipping arriving or departing from EU-27 ports the contribution can be up to 30% for CO₂. A recent technical report by the EEA (No 4/2013) addresses the sector's impact on air quality and climate forcing in Europe. NO_x emissions from international maritime transport in European waters are projected to increase and could be equal to land-based sources by 2020 onwards. At the global scale, ship emissions of both air pollutants and greenhouse gases (GHGs), with contribution to direct and indirect climate forcing, indicate a net cooling effect despite the significant increase of CO₂ emissions. The projected reduction of SO₂ and PM emissions from international shipping will lead to a reduction of the direct aerosol cooling effect over Europe. The EEA report shows the importance of taking into account the dual impact of emissions from international shipping on air quality and climate forcing. Therefore, an integrated measurement, reporting and verification (MRV) system covering emissions of air pollutants and GHGs will contribute to provide better information on the co-benefits and trade-offs on related policies in Europe.

Regulatory background and technology challenges

In international and European air quality and climate policymaking, the need for international regulation on ship emissions has been identified. In 1997 a new annex was added to the International Convention for the Prevention of Pollution from Ships (MARPOL). The MARPOL Annex VI seeks to minimize airborne emissions from ships (SO_x, NO_x, ozone-depleting substances (ODS), volatile organic compounds (VOCs)) and their contribution to local air pollution and global environmental problems. Annex VI entered into force on 19 May 2005 and a revised Annex VI with significant tightened emissions limits entered into force on 1 July 2010. In 2007 international shipping was estimated to have contributed about 2.7% to the global emissions of CO₂. IMO has also adopted mandatory technical and operational

energy efficiency measures aiming to reduce the amount of CO₂ emissions from international shipping.

At EU level, the Directive 2009/29/EC foresees “a proposal to include international maritime emissions... in the Community reduction commitment, with the aim of the proposed act entering into force by 2013”. The Commission’s 2011 Transport White Paper called for “EU CO₂ emissions from maritime transport to be cut by 40% (if feasible 50%) by 2050 compared to 2005 levels”. Last year, the Commission announced it would not meet that deadline nor for the moment bring forth a proposal to limit emissions. In June 2013, the Commission made this proposal for a monitoring, reporting and verification system (MRV) of CO₂ emissions from international shipping. In parallel, the Commission published a communication with open discussion points on how to integrate in the future the maritime transport emissions in the EU’s GHGs reduction policies.

A big growth of world trade is expected in the future due to the projected increase of world population by 2 billion people in the next decades, plus the active participation of another 2 billion people in the global economy. This growth represents a challenge for the maritime sector to meeting a target for emissions required to achieve stabilisation in global temperatures. Therefore, in parallel, innovative technologies and practices also need to be developed and applied in the future concerning fuel quality/fuel switch, emissions reduction technologies and ship operating measures.

Rapporteur’s comments

This Regulation provides an opportunity for a European wide approach for MRV of both GHGs and air pollutant emissions from the maritime sector. Such an approach will permit Europe to develop emission reduction policies for the maritime sector in the near future consistent with the overall climate, air pollution and human health protection policies. There is therefore the need to broaden the scope by including the MRV of NO_x emissions additionally to those of the CO₂. Both CO₂ and NO_x maritime emissions are increasing significantly, causing important climate forcing. Similarly to the MMR Regulation EU No 525/2013 concerning the aviation sector, an assessment of the environmental impacts of maritime transport on the global climate is proposed by amending the MMR Regulation. The Commission, based on this assessment, should address the environmental impact of maritime emissions such as PM, BC and CH₄, as well as other activities that lead to emissions of air pollutants and GHGs, i.e. use of refrigerants by fishing boats, and evaporative emissions from loading-offloading of fuels and bulk goods (e.g. VOCs, PM).

The Commission has proposed to limit the scope of the Regulation to ships above 5000GT. In order to improve the coverage of emissions and to create coherence with other international rules such as those defined in MARPOL Annex VI, the scope should be extended to all ships above 400GT. Since this limit has also been put forward in discussions at the IMO, it would align the EU rules with a likely future international framework.

While it is important to ensure that this Regulation covers maritime emissions as coherently as possible, it is also of crucial importance to focus on the essentials and to limit the implementation costs and the administrative burden. Likewise, companies should not be obliged to publish information which is business sensitive and potentially misleading. Thus

the rapporteur proposes to exclude transport work from the other climate relevant information as it is not related to the measurement of emissions. The maritime market has already – due to the high cost of fuels – very high incentives to increase its energy efficiency and the energy efficiency of the transport work in real life is a much more sophisticated issue, which cannot be determined without knowledge of the specific market circumstances that dictate the decisions of the ship owners and operators. Without the knowledge of the available cargos, their mass compared to their weight, the weather conditions, the relevant prices, the geographical and other limitations, the timeframe of the delivery etc, the real energy efficiency of a voyage and its impact to social welfare cannot be determined. On the contrary the partial eponymous publication of such informations may misinform the public on the real energy efficiency and create unnecessary disputes.

20.1.2014

OPINION OF THE COMMITTEE ON INDUSTRY, RESEARCH AND ENERGY

for the Committee on the Environment, Public Health and Food Safety

on the 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 (COM(2013)0480 – C7-0201/2013 - 2013/0224(COD))

Rapporteur: Marita Ulvskog

SHORT JUSTIFICATION

The rapporteur welcomes the Commission's proposal for a regulation on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport.

It remains a major problem that international shipping is excluded from EU emissions commitments. It is unreasonable that one mode of transport should be exempted from climate policy, so the Commission should, even in the absence of an international agreement, have already proposed instruments for emissions reductions in this sector. Despite several years of work, the IMO process has not achieved sufficient results. EU policy in this area is inadequate and the level of ambition must be raised.

The measures proposed in this regulation are necessary in order to produce a tangible commitment on emissions for international shipping and to develop appropriate market-based instruments as quickly as possible.

The rapporteur considers it reasonable to give the IMO process another chance, but if no international agreement which includes emissions reduction commitments is signed by 31 December 2015 the Commission should present a legislative proposal on emissions reductions and instruments.

The rapporteur considers that the proposed timetable for the entry into force and implementation of this regulation is too slow. She therefore proposes a faster timetable that reflects the importance of rapid action on climate issues.

The Commission proposes that fishing vessels above 5000 gross tons be exempted from this regulation. No reasons are given for this. The rapporteur suggests that this exemption be removed.

The rapporteur also considers that the regulation should promote methods of determining emissions that have the greatest potential to provide accurate data and provide clear incentives for emissions reductions by the vessels concerned. It is therefore proposed that companies affected by the regulation should be able to choose between flow meters for applicable combustion processes and direct emission measurements.

AMENDMENTS

The Committee on Industry, Research and Energy calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following amendments in its report:

Amendment 1

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) The Climate and Energy Package¹⁷ **calling for** contributions of all sectors of the economy to achieving these emission reductions, **including** international maritime shipping, provides a clear mandate: "...in the event that no international agreement which includes international maritime emissions in its reduction targets through the International Maritime Organisation has been approved by Member States or no such agreement through the UNFCCC has been approved by the Community by 31 December 2011, the Commission should make a proposal to include international maritime emissions in the Community reduction commitment, with the aim of the proposed act entering into force by 2013. Such a proposal should minimise any negative impact on the Community's competitiveness while taking into account the potential environmental benefits."

¹⁷ Decision n°406/2009/EC and Directive

Amendment

(1) The Climate and Energy Package¹⁷ **demand**s contributions of all sectors of the economy to achieving these emission reductions, **except** international maritime shipping, **but** provides a clear mandate: "...in the event that no international agreement which includes international maritime emissions in its reduction targets through the International Maritime Organisation has been approved by Member States or no such agreement through the UNFCCC has been approved by the Community by 31 December 2011, the Commission should make a proposal to include international maritime emissions in the Community reduction commitment, with the aim of the proposed act entering into force by 2013. Such a proposal should minimise any negative impact on the Community's competitiveness while taking into account the potential environmental benefits."

¹⁷ Decision n°406/2009/EC and Directive

Amendment 2

Proposal for a regulation

Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) International maritime shipping remains the only means of transportation not included in the Union's commitment to reduce greenhouse gas emissions. According to the impact assessment accompanying the proposal for this Regulation Union-related carbon dioxide emissions from international shipping increased with 48% between 1990 and 2008.

Amendment 3

Proposal for a regulation

Recital 1 b (new)

Text proposed by the Commission

Amendment

(1b) In 2011 the Commission White Paper on transport established an emissions reduction target of 40% in 2050 compared to 2005 for Union international maritime shipping.

Amendment 4

Proposal for a regulation

Recital 2

Text proposed by the Commission

Amendment

(2) In July 2011, the International Maritime Organisation (IMO) adopted technical and operational measures, in particular the Energy Efficiency Design Index (EEDI) for new ships and the Ship Energy

(2) In July 2011, the International Maritime Organisation (IMO) adopted technical and operational measures, in particular the Energy Efficiency Design Index (EEDI) for new ships and the Ship Energy

Efficiency Management Plan (SEEMP), which will bring improvement in terms of reducing the expected increase in greenhouse gas emissions, but alone cannot lead to the necessary absolute emission reductions of greenhouse gases from international shipping to keep efforts in line with the global objective of limiting increases in global temperatures to 2°C.

Efficiency Management Plan (SEEMP), which will bring improvement in terms of reducing the expected increase in greenhouse gas emissions, but alone cannot lead to the necessary absolute emission reductions of greenhouse gases from international shipping to keep efforts in line with the global objective of limiting increases in global temperatures to 2°C. ***Even when accounting for these IMO measures world trade projections show that EU-related emissions from shipping will rise with an additional 51% to 2050 compared to 2010 levels indicating that additional measures are needed.***

Amendment 5

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

deleted

Amendment 6

Proposal for a regulation Recital 24 a (new)

Text proposed by the Commission

Amendment

(24a) The Union has refrained from setting reduction targets for international maritime shipping pending a global

agreement. A global commitment would be preferable to unilateral Union action since a broader scope would be more effective to achieve emission reductions.

Amendment 7

Proposal for a regulation Recital 24 b (new)

Text proposed by the Commission

Amendment

(24b) The Union has not yet set CO2 reduction targets for international maritime shipping as a global agreement in the framework of the IMO in this area would be preferable. However, in case that an agreement at the global level cannot be reached before the end of 2015, the European Commission should assess the possibilities of creating a union-wide target for CO2 reduction for international maritime shipping and possible support mechanisms.

Amendment 8

Proposal for a regulation Recital 25

Text proposed by the Commission

Amendment

(25) In order to make use of the best available practices and scientific evidence, the power to adopt acts in accordance with Article 290 of the Treaty should be delegated to the Commission in respect of reviewing certain technical aspects of monitoring and reporting of CO2 emissions from ships and of further specifying rules for the verification of emission reports and the accreditation of verifiers. It is of particular importance that the Commission carries out

deleted

appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and Council.

Amendment 9

Proposal for a regulation

Recital 26

Text proposed by the Commission

Amendment

(26) In order to ensure uniform conditions for the use of automated systems and standard electronic templates for coherent reporting of emissions and other climate-relevant information to the Commission and involved States implementing powers should be conferred on the Commission. Those necessary implementing powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers²³.

deleted

²³ OJ L 251, 18.9.2012, p. 49.

Amendment 10

Proposal for a regulation

Article 1

Text proposed by the Commission

Amendment

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions *and other climate relevant*

This Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions from ships arriving at, within or

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.

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 11

Proposal for a regulation Article 3 – point g

Text proposed by the Commission

Amendment

(g) ‘other climate-relevant information’ means information related to the consumption of fuels, transport work and energy efficiency of ships which allow for analysing emission trends and assessing ships’ performances;

deleted

Amendment 12

Proposal for a regulation Article 4 – paragraph 2

Text proposed by the Commission

Amendment

2. Monitoring and reporting shall **be complete and** cover **all** emissions from the combustion of fuels. Companies shall apply appropriate measures to prevent any data gaps within the reporting period.

2. Monitoring and reporting shall cover **CO₂** emissions from the combustion of fuels, **while the ship is at sea as well as at berth**. Companies shall apply appropriate measures to prevent any data gaps within the reporting period.

Amendment 13

Proposal for a regulation Article 6 – paragraph 1

Text proposed by the Commission

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 climate-

1. By 31 August **2015**, 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.

relevant information for each of their ships above 5000 GT.

Amendment 14

Proposal for a regulation Article 6 – paragraph 2

Text proposed by the Commission

2. By way of derogation from paragraph 1, for ships falling under the scope of this Regulation for the first time after 1 January **2018**, the company shall submit a monitoring plan to the verifier without undue delay and no later than two months after their first call in a port under the jurisdiction of a Member State.

Amendment

2. By way of derogation from paragraph 1, for ships falling under the scope of this Regulation for the first time after 1 January **2016**, the company shall submit a monitoring plan to the verifier without undue delay and no later than two months after their first call in a port under the jurisdiction of a Member State.

Amendment 15

Proposal for a regulation Article 6 – paragraph 3 – point h – point i

Text proposed by the Commission

(i) the procedures, responsibilities and data sources for determining and recording the distance per voyage made;

Amendment

deleted

Amendment 16

Proposal for a regulation Article 6 – paragraph 3 – point h – point ii

Text proposed by the Commission

(ii) the procedures, responsibilities, formulae and data sources for determining and recording the cargo carried and the number of passengers as applicable;

Amendment

deleted

Amendment 17

Proposal for a regulation

Article 6 – paragraph 3 – point h – point iii

Text proposed by the Commission

Amendment

(iii) the procedures, responsibilities, formulae and data sources for determining and recording the time spent at sea between the port of departure and the port of arrival;

deleted

Amendment 18

Proposal for a regulation

Article 8

Text proposed by the Commission

Amendment

From 1 January **2018**, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage and an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

From 1 January **2016**, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage and an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Amendment 19

Proposal for a regulation

Article 9 – point b

Text proposed by the Commission

Amendment

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

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

Amendment 20

Proposal for a regulation Article 9 – point d

Text proposed by the Commission

Amendment

(d) distance travelled; *deleted*

Amendment 21

Proposal for a regulation Article 9 – point e

Text proposed by the Commission

Amendment

(e) time spent at sea; *deleted*

Amendment 22

Proposal for a regulation Article 9 – point f

Text proposed by the Commission

Amendment

(f) cargo carried; *deleted*

Amendment 23

Proposal for a regulation Article 9 – point g

Text proposed by the Commission

Amendment

(g) transport work. *deleted*

Amendment 24

Proposal for a regulation Article 9 – subparagraph 2 (new)

Text proposed by the Commission

Amendment

By way of derogation from the first paragraph, vessels exclusively operating within the scope of this Regulation are exempt from monitoring emissions on a per-voyage basis.

Amendment 25

Proposal for a regulation Article 10 – point a

Text proposed by the Commission

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

Amendment

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

Amendment 26

Proposal for a regulation Article 10 – point g

Text proposed by the Commission

(g) total distance travelled;

Amendment

deleted

Amendment 27

Proposal for a regulation Article 10 – point h

Text proposed by the Commission

(h) total time spent at sea;

Amendment

deleted

Amendment 28

Proposal for a regulation Article 10 – point i

Text proposed by the Commission

Amendment

(i) total transport work;

deleted

Amendment 29

Proposal for a regulation

Article 10 – point j

Text proposed by the Commission

Amendment

(j) average energy efficiency.

deleted

Amendment 30

Proposal for a regulation

Article 11 – paragraph 1

Text proposed by the Commission

Amendment

1. From **2019**, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions and other climate-relevant information during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

1. From **2017**, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the **CO₂** emissions and other climate-relevant information during the entire reporting period for each ship under their responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Amendment 31

Proposal for a regulation

Article 13 – paragraph 5

Text proposed by the Commission

Amendment

5. In particular the verifier shall ensure that the emissions **and other climate-relevant information** included in the emission report have been determined in accordance with Articles 8, 9 and 10 and the

3. In particular the verifier shall ensure that the **CO₂** emissions included in the emission report have been determined in accordance with Articles 8, 9 and 10 and the monitoring plan referred to in Article 6.

monitoring plan referred to in Article 6. The verifier shall also ensure that the emissions *and other climate-relevant information* declared in the reports are consistent with data calculated from other sources in accordance with Annexes I and II.

The verifier shall also ensure that the *CO2* emissions declared in the reports are consistent with data calculated from other sources in accordance with Annexes I and II.

Amendment 32

Proposal for a regulation Article 14 – paragraph 2 – point h

Text proposed by the Commission

Amendment

(h) the calculations leading to the determination of the energy efficiency.

deleted

Amendment 33

Proposal for a regulation Article 18

Text proposed by the Commission

Amendment

From 30 June **2019** ships arriving at, within or departing from a port under the jurisdiction of a Member State shall carry on board a valid document certifying the ship's compliance with the reporting and monitoring obligations for the concerned reporting period, issued in accordance with Article 17.

From 30 June **2017** ships arriving at, within or departing from a port under the jurisdiction of a Member State shall carry on board a valid document certifying the ship's compliance with the reporting and monitoring obligations for the concerned reporting period, issued in accordance with Article 17.

Amendment 34

Proposal for a regulation Article 20 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall lay down a system of penalties for failure to comply with the monitoring and reporting requirements set out in Articles 8 to 12 and shall take all the measures necessary to ensure that those

1. Member States shall lay down a system of penalties for failure to comply with the monitoring and reporting requirements set out in Articles 8 to 12 and shall take all the measures necessary to ensure that those

penalties are applied. The penalties provided for shall be no less stringent than those foreseen under national legislation on greenhouse gas emissions in case of non-compliance with reporting obligations by operators and be effective, proportionate and dissuasive. Member States shall notify these provisions to the Commission by 1 July **2017**, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

penalties are applied. The penalties provided for shall be no less stringent than those foreseen under national legislation on greenhouse gas emissions in case of non-compliance with reporting obligations by operators and be effective, proportionate and dissuasive. Member States shall notify these provisions to the Commission by 1 July **2015**, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

Amendment 35

Proposal for a regulation Article 21 – paragraph 2 – point f

Text proposed by the Commission

Amendment

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

deleted

Amendment 36

Proposal for a regulation Article 21 – paragraph 2 – point g

Text proposed by the Commission

Amendment

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

deleted

Amendment 37

Proposal for a regulation Article 21 – paragraph 2 – point h

Text proposed by the Commission

Amendment

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

deleted

Amendment 38

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 **CO₂** emissions from maritime transport.

Amendment 39

Proposal for a regulation Article 22 – paragraph 3

Text proposed by the Commission

Amendment

3. Where an international agreement on global measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission **shall review this Regulation and may, if appropriate, propose amendments to this Regulation.**

3. Where an international agreement on global measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission **undertakes to propose immediately the incorporation of the internationally agreed provisions into Community law.**

Amendment 40

Proposal for a regulation Article 23

Text proposed by the Commission

Amendment

**Article 23
Delegation of powers**

deleted

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.

Justification

Pending an international agreement on the adoption of global measures, it is not appropriate to allow the Commission to short-circuit the co-legislators by means of excessive delegated powers and implementing powers.

Amendment 41

**Proposal for a regulation
Article 24**

Text proposed by the Commission

Amendment

Article 24

deleted

Exercise of delegation

- 1. The power to adopt delegated acts referred to in Articles 15, 16 and 23 shall be conferred on the Commission for a period of five years from 1 July 2015.*
- 2. The delegation of power referred to in Article 23 may be revoked at any time by the European Parliament or by the Council. A decision of revocation shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date*

specified therein. It shall not affect the validity of any delegated acts already in force.

3. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

4. A delegated act adopted pursuant to Article 23 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or the Council.

Justification

Pending an international agreement on the adoption of global measures, it is not appropriate to allow the Commission to short-circuit the co-legislators by means of excessive delegated powers and implementing powers.

Amendment 42

Proposal for a regulation Article 25

Text proposed by the Commission

Amendment

Article 25

deleted

Implementing acts

1. The Commission shall be assisted by the Committee established by Article 8 of Decision 93/389/EC. That Committee shall be a committee within the meaning of Regulation (EU) N° 182/2011.

2. Where reference is made to this paragraph, Article 5 of Regulation (EU)

No 182/2011 shall apply.

Justification

Pending an international agreement on the adoption of global measures, it is not appropriate to allow the Commission to short-circuit the co-legislators by means of excessive delegated powers and implementing powers.

Amendment 43

Proposal for a regulation

Article 27

Text proposed by the Commission

Amendment

This Regulation shall enter into force on 1 July **2015**.

This Regulation shall enter into force on 1 July **2014**.

Amendment 44

Proposal for a regulation

Annex II

Text proposed by the Commission

Amendment

[...]

deleted

PROCEDURE

Title	Monitoring, reporting and verification of carbon dioxide emissions from maritime transport and amendment of Regulation (EU) No 525/2013
References	COM(2013)0480 – C7-0201/2013 – 2013/0224(COD)
Committee responsible Date announced in plenary	ENVI 4.7.2013
Opinion by Date announced in plenary	ITRE 4.7.2013
Rapporteur Date appointed	Marita Ulvskog 4.9.2013
Date adopted	9.1.2014
Result of final vote	+: 24 –: 14 0: 1
Members present for the final vote	Josefa Andrés Barea, Jean-Pierre Audy, Ivo Belet, Bendt Bendtsen, Jan Březina, Maria Da Graça Carvalho, Pilar del Castillo Vera, Christian Ehler, Norbert Glante, Fiona Hall, Kent Johansson, Romana Jordan, Marisa Matias, Jaroslav Paška, Miloslav Ransdorf, Herbert Reul, Jens Rohde, Paul Rübig, Amalia Sartori, Konrad Szymański, Patrizia Toia, Evžen Tošenovský, Claude Turmes, Marita Ulvskog, Vladimir Urutchev, Alejo Vidal-Quadras, Zbigniew Zaleski
Substitute(s) present for the final vote	Jerzy Buzek, Elisabetta Gardini, Françoise Grossetête, Cristina Gutiérrez-Cortines, Satu Hassi, Jolanta Emilia Hibner, Seán Kelly, Zofija Mazej Kukovič, Vladko Todorov Panayotov, Lambert van Nistelrooij
Substitute(s) under Rule 187(2) present for the final vote	Sandrine Bélier, Jean Lambert

22.1.2014

OPINION OF THE COMMITTEE ON TRANSPORT AND TOURISM

for the Committee on the Environment, Public Health and Food Safety

on the 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 (COM(2013)0480 – C7-0201/2013 – 2013/0224(COD))

Rapporteur: Brian Simpson

SHORT JUSTIFICATION

According to a 2009 IMO expert group report, emissions from international shipping have been growing rapidly in recent years, and in the absence of regulation are predicted to rise to 1,475 million tonnes by 2020, i.e. 6% of the total global CO₂ emissions. In 2007, shipping was responsible for 2,7% of total global CO₂ emissions.

At European level, the contribution of ships arriving or departing from EU-27 ports accounts for up to 30% of CO₂ worldwide shipping emissions¹. The European Environment Agency also indicates that shipping occurring in European waters contributes a large fraction of NO_x (10-20%), SO₂ (10-25%) and global PM_{2.5} (10-25%), with around 70% of the global emissions within 400 km of coastlines. Epidemiological studies have demonstrated that Emissions from shipping have health implications with approximately 50,000 deaths annually solely due to the air pollution emitted by shipping.²

The introduction by the International Maritime Organisation (IMO) in 2011 of a mandatory 'Energy Efficiency Design Index' (EEDI) for certain categories of new ships and a mandatory use of the Ship Energy Efficient Management Plans (SEEMP) across the existing fleet is a first step towards the reduction of CO₂ shipping emissions. However, as recognised by the Commission, these measures will not be sufficient to curb the increasing CO₂ emission trend in the maritime transport sector and to achieve the reduction targets set in the 2011 Commission White Paper "Roadmap to a Single European Transport Area" of 40% (50% if feasible) compared to 2005 levels by 2050.

¹ EEA Technical report No 4/2013 – The impact of international shipping on European air quality and climate forcing

² See http://ec.europa.eu/transport/modes/maritime/events/doc/2011_06_01_stakeholder-event/item4.pdf

AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following amendments in its report:

Amendment 1

Proposal for a regulation Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) The Commission White Paper "Roadmap to a Single European Transport Area" of 2011 calls for a reduction of emissions from maritime transport by 40% (50% if feasible) compared to 2005 levels by 2050, namely through the application of the "user pays" and "polluter pays" principles.

Amendment 2

Proposal for a regulation Recital 1 b (new)

Text proposed by the Commission

Amendment

(1b) The Parliament's Resolution on the "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" (2011/2096(INI)) calls for "an EU-wide uniform 30% reduction in emissions of CO₂ and pollutants in shipping, to which the IMO agreements on the Energy Efficiency Design Index and the Ship Energy Efficiency Management Plan will make a contribution, and calls for all the goals referred to in this paragraph to be

considered priorities, which should therefore be checked every year;"

Amendment 3

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) According to data provided by the IMO, the specific energy consumption and CO₂ emissions of ships could be reduced by up to 75% by applying operational measures and implementing existing technologies; a significant part of those measures can be regarded as cost-effective as the reduced fuel costs ensure the pay-back of any operational or investment costs.

Amendment

(3) According to data provided by the IMO, the specific energy consumption and CO₂ emissions of ships could be reduced by up to 75% by applying operational measures and implementing existing technologies; a significant part of those measures can be regarded as cost-effective **- or even offer net benefits to the sector -** as the reduced fuel costs ensure the pay-back of any operational or investment costs.

Amendment 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 where** setting up a system for monitoring, reporting and verification (MRV) of CO₂ emissions based on the fuel consumption of ships *is* a first step of a staged approach for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment.

Amendment 5

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) The results of the stakeholder consultation and discussions with international partners indicate that a staged approach for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment should be applied with the implementation of a robust MRV system for CO₂ emissions from maritime transport as a first step and the pricing of these emissions at a later stage. This approach facilitates making significant progress at international level on the agreement of greenhouse gas emission reduction targets and further measures to achieve these reductions at minimum cost.

Amendment

(6) The results of the stakeholder consultation and discussions with international partners indicate that a staged approach for the inclusion of maritime transport emissions in the Union's greenhouse gas reduction commitment should be applied with the implementation of a robust MRV system for **only** CO₂ emissions **at this stage** from maritime transport as a first step and the pricing of these emissions at a later stage. This approach facilitates making significant progress at international level on the agreement of greenhouse gas emission reduction targets and further measures to achieve these reductions at minimum cost.

Amendment 6

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) The introduction of a Union MRV system is expected to lead to emission reductions of up to 2% compared to business-as-usual and aggregated net costs reductions of up to 1.2 billion EUR by 2030 as it could contribute to the removal of market barriers, in particular those related to the lack of information about ship efficiency. This reduction of transport costs should facilitate international trade. Furthermore, a robust MRV system is a prerequisite for any market-based measure or efficiency standard, **whether applied at Union level or globally**. It also provides reliable data to set precise emission

Amendment

(7) The introduction of a Union MRV system is expected to lead to emission reductions of up to 2% compared to business-as-usual and aggregated net costs reductions of up to 1.2 billion EUR by 2030 as it could contribute to the removal of market barriers, in particular those related to the lack of information about ship efficiency. This reduction of transport costs should facilitate international trade. Furthermore, a robust MRV system is a prerequisite for any market-based measure or efficiency standard. **In view of the international nature of shipping, a globally agreed procedure would be the**

reduction targets and to assess the progress of maritime transport's contribution towards achieving a low carbon economy.

preferred and most effective method of reducing emissions in international maritime transport. It also provides reliable data to set precise emission reduction targets and to assess the progress of maritime transport's contribution towards achieving a low carbon economy.

Amendment 7

Proposal for a regulation Recital 8

Text proposed by the Commission

(8) All intra-Union voyages, all incoming voyages from the last non-Union port to the first Union port of call and all outgoing voyages from a Union port to the next non-Union port of call should be considered relevant for purposes of monitoring. *emissions* in Union ports including when ships are at berth or move within a port, should be covered as well, in particular as specific measures for their reduction or avoidance are available. These rules should be applied in a non-discriminatory manner to all ships regardless of their flag.

Amendment

(8) All intra-Union voyages, all incoming voyages from the last non-Union port to the first Union port of call and all outgoing voyages from a Union port to the next non-Union port of call should be considered relevant for purposes of monitoring. *Emissions* in Union ports including when ships are at berth or move within a port, should be covered as well, in particular as specific measures for their reduction or avoidance are available. These rules should be applied in a non-discriminatory manner to all ships regardless of their flag, *after the Commission has established that third countries have not expressed a reservation.*

Amendment 8

Proposal for a regulation Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) In view of the geographical scope and the concomitant need for monitoring of CO2 emissions outside the jurisdiction of the Member States, and given the inclusion of shipping companies

registered all over the world, the Commission should inform third countries in good time and in an appropriate manner in order to secure maximum international acceptance.

Amendment 9

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 ***allow*** 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 10

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***

Amendment

(12) In order to ***ensure coherence with the existing international Law, in particular with MARPOL VI, the MRV system should apply to ships of 400 GT and*** above.

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 11

Proposal for a regulation

Recital 13

Text proposed by the Commission

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

Amendment

(13) To further reduce the administrative effort for ship owners and operators, the monitoring rules should focus **only** on CO₂ **at this stage as it is** 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.

Amendment 12

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) The rules should take into account existing requirements and data already available on board of ships; therefore, ship owners should be given the opportunity to select one out of the following four monitoring methods: the use of Bunker Fuel Delivery Notes, bunker fuel tank monitoring, flow meters for applicable

Amendment

(14) The rules should take into account existing requirements and data already available on board of ships; therefore, ship owners should be given the opportunity to select one out of the following four monitoring methods: the use of Bunker Fuel Delivery Notes, bunker fuel tank monitoring, flow meters for applicable

combustion processes or direct emission measurements. A ship specific monitoring plan should document the choice made and provide further details on the application of the selected method.

combustion processes or direct emission measurements. A ship specific monitoring plan should document the choice made and provide further details on the application of the selected method. ***After two reporting periods the Commission should issue recommendations on the monitoring methods with respect to precision, relevance to emissions reduction, affordability and administrative burden on the crew.***

Amendment 13

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) 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. ***Should future technological progress make it possible to measure other climate-relevant substances without incurring major additional burdens for shipowners, such substances should be included in the MRV system. The Commission should inform the European Parliament of technological developments at regular two-year intervals.***

Amendment 14

Proposal for a regulation

Recital 17

Text proposed by the Commission

(17) To minimise the administrative burden for ship owners and operators, reporting and publication of reported information should be organised on an annual basis. By restricting the publication of emissions, fuel consumption and efficiency-related information to annual averages and aggregated figures, confidentiality issues should be addressed. The data reported to the Commission should be integrated with statistics to the extent that these data are relevant for the development, production and dissemination of European statistics in accordance with Commission Decision 2012/504/EU of 17 September 2012 on Eurostat¹⁸.

¹⁸ OJ L 251, 18.9.2012, P. 49

Amendment

(17) To minimise the administrative burden for ship owners and operators, reporting and publication of reported information should be organised on an annual basis. By restricting the publication of emissions, fuel consumption and efficiency-related information to annual averages and aggregated figures, confidentiality issues should be addressed. ***On the other hand it is important to provide charterers and other industry stakeholders with route specific data to ensure market barriers are removed and the most efficient ships are rewarded.*** The data reported to the Commission should be integrated with statistics to the extent that these data are relevant for the development, production and dissemination of European statistics in accordance with Commission Decision 2012/504/EU of 17 September 2012 on Eurostat¹⁸.

¹⁸ OJ L 251, 18.9.2012, P. 49

Amendment 15

Proposal for a regulation

Recital 23

Text proposed by the Commission

(23) Regulation (EU) No 525/2013 of the European Parliament and of the Council of 21 May 2013 on a mechanism for monitoring and reporting greenhouse gas emissions and for reporting other information at national and Union level relevant to climate change²² should be amended to establish requirements for the monitoring and reporting of CO₂ emissions from maritime transport by Member States pursuant to this Regulation.

Amendment

(23) Regulation (EU) No 525/2013 of the European Parliament and of the Council of 21 May 2013 on a mechanism for monitoring and reporting greenhouse gas emissions and for reporting other information at national and Union level relevant to climate change²² should be amended to establish requirements for the monitoring and reporting of ***only*** CO₂ emissions from maritime transport by Member States pursuant to this Regulation.

²² OJ L 165,18.06.2013, p. 13-40.

²² OJ L 165,18.06.2013, p. 13-40.

Amendment 16

Proposal for a regulation

Recital 24

Text proposed by the Commission

(24) The Union MRV system should serve as a model for the implementation of a global MRV system. A global MRV system is preferable as it could be regarded as more effective due to the broader scope. ***In this context, the Commission should share relevant information on the implementation of this Regulation with the IMO and other relevant international bodies on a regular basis and relevant submissions should be made to the IMO.*** Where an agreement on a global MRV system is reached, the Commission should review the Union MRV system in view of aligning it ***to*** the global system.

Amendment

(24) The Union MRV system should serve as a model for the implementation of a global MRV system. A global MRV system is preferable as it could be regarded as more effective due to the broader scope. Where an agreement on a global MRV system is reached, the Commission should review the Union MRV system in view of aligning it ***with*** the global system.

Amendment 17

Proposal for a regulation

Recital 25

Text proposed by the Commission

(25) In order to make use of the best available practices and scientific evidence, the power to adopt acts in accordance with Article 290 of the Treaty should be delegated to the Commission in respect of reviewing certain technical aspects of monitoring and reporting of CO₂ emissions from ships and of further specifying rules for the verification of emission reports and the accreditation of verifiers. It is of

Amendment

(25) In order to make use of the best available practices and scientific evidence, the power to adopt acts in accordance with Article 290 of the Treaty should be delegated to the Commission in respect of reviewing certain technical aspects of monitoring and reporting of ***only*** CO₂ emissions ***at this stage*** from ships and of further specifying rules for the verification of emission reports and the accreditation of

particular importance that the Commission carries out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and Council.

verifiers. It is of particular importance that the Commission carries out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and Council.

Amendment 18

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) The objective of the proposed action, namely to monitor, report and verify CO₂ emissions from ships as first step of a staged approach to reduce these emissions cannot be sufficiently achieved by the Member States acting individually, due to the international nature of maritime transport and can therefore, by reason of scale and effects of the action, be better achieved at Union level. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

Amendment

(27) The objective of the proposed action, namely to monitor, report and verify **only** CO₂ emissions from ships as first step of a staged approach to reduce these emissions cannot be sufficiently achieved by the Member States acting individually, due to the international nature of maritime transport and can therefore, by reason of scale and effects of the action, be better achieved at Union level. The Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

Amendment 19

Proposal for a regulation

Recital 29

Text proposed by the Commission

(29) This Regulation should enter into force on 1 July **2015** to ensure that the

Amendment

(29) This Regulation should enter into force on 1 July **2017** to ensure that the

Member States and relevant stakeholders have sufficient time to take the necessary measures for the effective application of this Regulation before the first reporting period starts on 1 January **2018**.

Member States and relevant stakeholders have sufficient time to take the necessary measures for the effective application of this Regulation before the first reporting period starts on 1 January **2022**.

Justification

Sufficient time should be allowed to resolve the present economic crisis before imposing inordinate red tape. The next Parliament and the next Commission should also be given time to consider the texts in question and, if need be, amend them before they are put into effect.

Amendment 20

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 **only** carbon dioxide (CO₂) emissions **at this stage - as it is by far the most relevant greenhouse gas emitted by maritime transport** - 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 21

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

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.

under the jurisdiction of a Member State.

Justification

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

Amendment 22

Proposal for a regulation

Article 3 – 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 **only** the release of CO₂ into the atmosphere by ships as provided for in Article 2;

Amendment 23

Proposal for a regulation

Article 3 – point 1 a (new)

Text proposed by the Commission

Amendment

(1a) 'ice class' means the notation assigned to the ship by the Administration or by an organisation recognised by the Administration showing that the ship has been designed for navigation in sea-ice conditions.

Amendment 24

Proposal for a regulation

Article 4 – paragraph 2

Text proposed by the Commission

2. Monitoring and reporting shall be complete and cover **all** emissions from the

Amendment

2. Monitoring and reporting shall be complete and cover **CO₂** emissions from

combustion of fuels. Companies shall apply appropriate measures to prevent any data gaps within the reporting period.

the combustion of fuels. Companies shall apply appropriate measures to prevent any data gaps within the reporting period.

Amendment 25

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 **2015**, 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 **400** GT.

Justification

Given the firm commitment of the EU Institutions to extend by 2013 the greenhouse gas emissions allowance trading scheme of the Community to the shipping industry, it is not acceptable to set a timetable which would not allow concrete measures to be taken on a short-term basis.

Amendment 26

Proposal for a regulation Article 6 – paragraph 2

Text proposed by the Commission

2. By way of derogation from paragraph 1, for ships falling under the scope of this Regulation for the first time after 1 January **2018**, the company shall submit a monitoring plan to the verifier without undue delay and no later than two months after their first call in a port under the jurisdiction of a Member State.

Amendment

2. By way of derogation from paragraph 1, for ships falling under the scope of this Regulation for the first time after 1 January **2016**, the company shall submit a monitoring plan to the verifier without undue delay and no later than two months after their first call in a port under the jurisdiction of a Member State.

Amendment 27

Proposal for a regulation

Article 6 – paragraph 3 – point a

Text proposed by the Commission

(a) the identification and type of the ship including the name of the ship, its International Maritime Organisation (IMO) registration number, its port of registry or home port and the name of the ship owner;

Amendment

(a) the identification and type of the ship including the name of the ship, its International Maritime Organisation (IMO) registration number, its port of registry or home port, ***the ice class of the ship***, and the name of the ship owner;

Amendment 28

Proposal for a regulation

Article 6 – paragraph 3 – point h – subpoint iii a (new)

Text proposed by the Commission

Amendment

iiia) the procedures, responsibilities, formulae and data sources for determining and recording the distance travelled and the time spent when navigating through ice;

Amendment 29

Proposal for a regulation

Article 6 – paragraph 4

Text proposed by the Commission

Amendment

4. Companies shall use standardised ***monitoring plans based on templates***. ***Technical rules establishing*** the templates for the monitoring plans referred to in paragraph 1 shall be determined by means of ***implementing*** acts. Those ***implementing*** acts shall be adopted by the Commission in accordance with the procedure referred to in Article 25(2) of this Regulation.

4. Companies shall use standardised ***templates to submit their monitoring plans***. ***Presentation and content of*** the templates for the monitoring plans referred to in paragraph 1 shall be determined by means of ***delegated*** acts. ***Templates shall be as simple as possible and shall not entail needless bureaucracy***. Those ***delegated*** acts shall be adopted by the Commission in accordance with the procedure referred to in Article 24 of this Regulation.

Amendment 30

Proposal for a regulation Article 8

Text proposed by the Commission

From 1 January **2018**, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage and an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Amendment

From 1 January **2016**, companies shall, based on the monitoring plan approved in accordance with Article 13(1), monitor emissions for each ship on a per-voyage ***basis, or on a monthly basis for very short scheduled voyages***, and ***on*** an annual basis by applying the appropriate method among those set out in part B of Annex I and by calculating emissions in accordance with part A of Annex I

Amendment 31

Proposal for a regulation Article 9 – introductory part

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:

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, ***or on a monthly basis for very short scheduled voyages***, companies shall monitor in accordance with part A of Annex I and Annex II, the following information:

Amendment 32

Proposal for a regulation Article 9 – point c

Text proposed by the Commission

Amendment

(c) CO₂ emitted;

(c) **only** CO₂ emitted;

Amendment 33

Proposal for a regulation Article 9 – point e

Text proposed by the Commission

Amendment

(e) *time spent at sea*;

(e) ***date and time of the beginning and end of the periods that monitoring has been suspended for emergency situations, such as life-saving activities***;

Amendment 34

Proposal for a regulation Article 9 – point f

Text proposed by the Commission

Amendment

(f) *cargo carried*;

deleted

Amendment 35

Proposal for a regulation Article 9 – point g a (new)

Text proposed by the Commission

Amendment

(ga) the starting and ending dates and times of the periods in which no surveillance was carried out, due to emergencies and dangerous situations, as for example in rescue operations.

Justification

Emergencies and dangerous situations should not be taken into consideration.

Amendment 36

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

Text proposed by the Commission

Amendment

1a. Derogating from the first paragraph, vessels exclusively operating within the scope of this Regulation and performing multiple voyages per day are exempted from the monitoring emissions on a per-voyage basis.

Amendment 37

Proposal for a regulation Article 10 – point b

Text proposed by the Commission

Amendment

(b) total CO₂ emitted;

(b) ***only*** total CO₂ emitted;

Amendment 38

Proposal for a regulation Article 10 – point c

Text proposed by the Commission

Amendment

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

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

Amendment 39

Proposal for a regulation Article 10 – point d

Text proposed by the Commission

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

Amendment

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

Amendment 40

**Proposal for a regulation
Article 10 – point e**

Text proposed by the Commission

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

Amendment

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

Amendment 41

**Proposal for a regulation
Article 10 – point f**

Text proposed by the Commission

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

Amendment

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

Amendment 42

**Proposal for a regulation
Article 11 – paragraph 1**

Text proposed by the Commission

1. From **2019**, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions and other climate-relevant information during the entire reporting period for each ship under their

Amendment

1. From **2017**, by 30 April of each year, companies shall submit to the Commission and to the authorities of the flag States concerned, an emission report concerning the emissions and other climate-relevant information during the entire reporting period for each ship under their

responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

responsibility, which has been verified as satisfactory by a verifier in accordance with the requirements referred to in Article 14.

Amendment 43

Proposal for a regulation

Article 11 – paragraph 3 – point a – subpoint iii a (new)

Text proposed by the Commission

Amendment

(iii a) the ice class of the ship,

Amendment 44

Proposal for a regulation

Article 12 – paragraph 1

Text proposed by the Commission

Amendment

1. The emission report referred to in Article 11 shall be submitted using automated systems **and complete** data exchange **formats, including** electronic templates.

1. ***In order to reduce the administrative burden for companies*** the emission report referred to in Article 11 shall be submitted using automated systems, data exchange **standards and** electronic templates.

Amendment 45

Proposal for a regulation

Article 12 – paragraph 2

Text proposed by the Commission

Amendment

2. ***Technical rules establishing*** the data exchange format **including** electronic templates referred to in paragraph 1 shall be determined by means of **implementing** acts. Those **implementing** acts shall be adopted by the Commission in accordance with the procedure referred to in Article 25(2) of this Regulation.

2. ***Arrangements for submitting*** the data **to the Commission, including data** exchange **standards and** format **of** electronic templates referred to in paragraph 1, shall be determined by means of **delegated** acts. Those **delegated** acts shall be adopted by the Commission in accordance with the procedure referred to in Article 24 of this

Regulation.

Amendment 46

Proposal for a regulation

Article 17 – paragraph 4

Text proposed by the Commission

4. Without delay, the verifier shall inform the Commission and the authority of the flag State on the issuance of any document of compliance and transmit the information referred to in paragraph 2 using automated systems **and complete** data exchange **formats, including** electronic templates established by the Commission in accordance with the procedure established in the present Regulation.

Amendment

4. Without delay, the verifier shall inform the Commission and the authority of the flag State on the issuance of any document of compliance and transmit the information referred to in paragraph 2 using automated systems, data exchange **standards and** electronic templates established by the Commission in accordance with the procedure established in the present Regulation.

Amendment 47

Proposal for a regulation

Article 17 – paragraph 5

Text proposed by the Commission

5. **Technical rules establishing the** data exchange format **including** electronic templates referred to in paragraph 4 shall be determined by means of **implementing** acts. Those **implementing** acts shall be adopted by the Commission in accordance with the procedure referred to in Article 25(2) of this Regulation.

Amendment

5. **Arrangements for submitting the data to the Commission, including** data exchange **standards and** format **of the** electronic templates referred to in paragraph 4, shall be determined by means of **delegated** acts. Those **delegated** acts shall be adopted by the Commission in accordance with the procedure referred to in Article 24 of this Regulation.

Amendment 48

Proposal for a regulation

Article 18 – paragraph 1

Text proposed by the Commission

From 30 June **2019** ships arriving at,

PE522.893v02-00

Amendment

From 30 June **2017** ships arriving at,

86/94

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within or departing from a port under the jurisdiction of a Member State shall carry on board a valid document certifying the ship's compliance with the reporting and monitoring obligations for the concerned reporting period, issued in accordance with Article 17.

within or departing from a port under the jurisdiction of a Member State shall carry on board a valid document certifying the ship's compliance with the reporting and monitoring obligations for the concerned reporting period, issued in accordance with Article 17.

Amendment 49

Proposal for a regulation

Article 20 – paragraph 1

Text proposed by the Commission

1. Member States shall lay down a system of penalties for failure to comply with the monitoring and reporting requirements set out in Articles 8 to 12 and shall take all the measures necessary to ensure that those penalties are applied. The penalties provided for shall be no less stringent than those foreseen under national legislation on greenhouse gas emissions in case of non-compliance with reporting obligations by operators and be effective, proportionate and dissuasive. Member States shall notify these provisions to the Commission by 1 July **2017**, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

Amendment

1. Member States shall lay down a system of penalties for failure to comply with the monitoring and reporting requirements set out in Articles 8 to 12 and shall take all the measures necessary to ensure that those penalties are applied. The penalties provided for shall be no less stringent than those foreseen under national legislation on greenhouse gas emissions in case of non-compliance with reporting obligations by operators and be effective, proportionate and dissuasive. Member States shall notify these provisions to the Commission by 1 July **2015**, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

Amendment 50

Proposal for a regulation

Article 21 – paragraph 1

Text proposed by the Commission

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

Amendment

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

requirements set out in Articles 11 and 17.

out in Articles 11 and 17.

Amendment 51

Proposal for a regulation

Article 21 – paragraph 2 – point a

Text proposed by the Commission

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

Amendment

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

Amendment 52

Proposal for a regulation

Article 21 – paragraph 2 – point d

Text proposed by the Commission

(d) annual CO₂ emissions;

Amendment

(d) **only** annual CO₂ emissions;

Amendment 53

Proposal for a regulation

Article 22 – paragraph 1

Text proposed by the Commission

1. The Commission shall inform the IMO and other relevant international bodies on a regular basis of the implementation of this Regulation with ***a view to facilitate the development of international rules within the IMO*** for the monitoring, reporting and verification of greenhouse gas emissions from maritime transport.

Amendment

1. The Commission shall inform the IMO and other relevant international bodies on a regular basis of the implementation of this Regulation with ***an intention to align the regulation with the progress in IMO*** for the monitoring, reporting and verification of greenhouse gas emissions from maritime transport.

Amendment 54

Proposal for a regulation Article 22 – paragraph 3

Text proposed by the Commission

3. Where an international agreement on global measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission shall review this Regulation and *may, if appropriate, propose amendments to this Regulation.*

Amendment

3. Where an international agreement on global measures to reduce greenhouse gas emissions from maritime transport is reached, the Commission shall review this Regulation and *ensure alignment with the relevant international regulations set by the IMO.*

Amendment 55

Proposal for a regulation Article 23

Text proposed by the Commission

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

The *Commission shall be empowered* to adopt delegated acts in *accordance to Article 24 amending Annex I to adapt the monitoring methods to scientific and technical progress and internationally accepted standards in order to improve the reliability, validity and accuracy of the emission data.*

The Commission shall be empowered to adopt delegated acts in accordance to Article 24 amending Annex II to further specify and adapt the monitoring of climate-relevant information methods to scientific and technical progress and internationally accepted standards in order to improve the reliability, validity

and accuracy of the emission data.

Amendment 56

Proposal for a regulation

Article 24 – paragraph 1

Text proposed by the Commission

1. The power to adopt delegated acts referred to in Articles 15, 16 and 23 shall be conferred on the Commission for a period of five years from **1 July 2015**.

Amendment

1. The power to adopt delegated acts referred to in Articles **12 a**, 15, 16 and 23 shall be conferred on the Commission for a period of five years from *[dd/mm/yyyy]* **[date of entry into force of this Regulation]**. **The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the 5-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.**

Amendment 57

Proposal for a regulation

Article 24 – paragraph 2

Text proposed by the Commission

2. The delegation of power referred to in Article **23** may be revoked at any time by the European Parliament or by the Council. A decision **of revocation** shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment

2. The delegation of power referred to in Article **12 a, 15, 16 and 23** may be revoked at any time by the European Parliament or by the Council. A decision **to revoke** shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment 58

Proposal for a regulation Article 24 – paragraph 4

Text proposed by the Commission

4. A delegated act adopted pursuant to Article 23 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or the Council.

Amendment

4. A delegated act adopted pursuant to Article **12 a, 15, 16 and 23** shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or the Council.

Amendment 59

Proposal for a regulation Article 27 – paragraph 1

Text proposed by the Commission

This Regulation shall enter into force on 1 July **2015**.

Amendment

This Regulation shall enter into force on 1 July **2014**.

Justification

In order to prepare the implementation of the regulation in 2015, sufficient time is needed to prepare the relevant provisions.

Amendment 60

Proposal for a regulation Annex I – part B – point 1 – paragraph 1

Text proposed by the Commission

This method is based on the quantity and type of fuel as defined on the BDN

Amendment

This method is based on the quantity and type of fuel as defined on the BDN (*where*

combined with periodic stock-takes of fuel tanks based on tank readings. The fuel at the beginning of the period, plus deliveries, minus fuel available at the end of the period and de-bunkered fuel between the beginning of the period and the end of the period together constitute the fuel consumed over the period.

available), combined with periodic stock-takes of fuel tanks based on tank readings. The fuel at the beginning of the period, plus deliveries, minus fuel available at the end of the period and de-bunkered fuel between the beginning of the period and the end of the period together constitute the fuel consumed over the period.

PROCEDURE

Title	Monitoring, reporting and verification of carbon dioxide emissions from maritime transport and amendment of Regulation (EU) No 525/2013
References	COM(2013)0480 – C7-0201/2013 – 2013/0224(COD)
Committee responsible Date announced in plenary	ENVI 4.7.2013
Opinion by Date announced in plenary	TRAN 4.7.2013
Rapporteur Date appointed	Michael Cramer 11.9.2013
Discussed in committee	14.11.2013
Date adopted	21.1.2014
Result of final vote	+: 28 –: 11 0: 3
Members present for the final vote	Magdi Cristiano Allam, Inés Ayala Sender, Georges Bach, Izaskun Bilbao Barandica, Philip Bradbourn, Antonio Cancian, Michael Cramer, Luis de Grandes Pascual, Christine De Veyrac, Saïd El Khadraoui, Ismail Ertug, Carlo Fidanza, Knut Fleckenstein, Jacqueline Foster, Franco Frigo, Mathieu Grosch, Juozas Imbrasas, Dieter-Lebrecht Koch, Georgios Koumoutsakos, Bogusław Liberadzki, Eva Lichtenberger, Marian-Jean Marinescu, Gesine Meissner, Mike Natrass, Hubert Pirker, Dominique Riquet, Petri Sarvamaa, Vilja Savisaar-Toomast, Olga Sehnalová, Brian Simpson, Keith Taylor, Silvia-Adriana Țicău, Giommaria Uggias, Peter van Dalen, Roberts Zīle
Substitute(s) present for the final vote	Phil Bennion, Spyros Danellis, Zita Gurmai, Bogdan Kazimierz Marcinkiewicz, Sabine Wils, Corien Wortmann-Kool
Substitute(s) under Rule 187(2) present for the final vote	Vittorio Prodi

PROCEDURE

Title	Monitoring, reporting and verification of carbon dioxide emissions from maritime transport and amendment of Regulation (EU) No 525/2013	
References	COM(2013)0480 – C7-0201/2013 – 2013/0224(COD)	
Date submitted to Parliament	28.6.2013	
Committee responsible Date announced in plenary	ENVI 4.7.2013	
Committee(s) asked for opinion(s) Date announced in plenary	ITRE 4.7.2013	TRAN 4.7.2013
Rapporteur(s) Date appointed	Theodoros Skylakakis 5.9.2013	
Discussed in committee	28.11.2013	22.1.2014
Date adopted	30.1.2014	
Result of final vote	+: 44	–: 6
	0: 5	
Members present for the final vote	Sophie Auconie, Pilar Ayuso, Sandrine Bélier, Biljana Borzan, Martin Callanan, Tadeusz Cymański, Chris Davies, Esther de Lange, Bas Eickhout, Edite Estrela, Elisabetta Gardini, Gerben-Jan Gerbrandy, Matthias Groote, Satu Hassi, Jolanta Emilia Hibner, Karin Kadenbach, Christa Kläß, Claus Larsen-Jensen, Jo Leinen, Corinne Lepage, Peter Liese, Zofija Mazej Kukovič, Linda McAvan, Radvilė Morkūnaitė-Mikulėnienė, Mario Pirillo, Pavel Poc, Anna Rosbach, Oreste Rossi, Dagmar Roth-Behrendt, Richard Seeber, Theodoros Skylakakis, Bogusław Sonik, Dubravka Šuica, Claudiu Ciprian Tănăsescu, Glenis Willmott, Sabine Wils, Marina Yannakoudakis	
Substitute(s) present for the final vote	Kriton Arsenis, Erik Bánki, Julie Girling, Jutta Haug, Filip Kaczmarek, James Nicholson, Vittorio Prodi, Christel Schaldemose, Birgit Schnieber-Jastram, Renate Sommer, Bart Staes, Rebecca Taylor, Vladimir Urutchev, Andrea Zanoni	
Substitute(s) under Rule 187(2) present for the final vote	Fabrizio Bertot, Hiltrud Breyer, Vojtěch Mynář, Bill Newton Dunn	