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Committee on Transport and Tourism

2013/0224(COD)

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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

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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.

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***

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

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

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 as the reduced fuel costs ensure the pay-back of any operational or investment costs.

(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

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

minimum cost.

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 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 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 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

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. **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.

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

Amendment

(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

(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

efficiency standards for existing ships, also covering operational measures, and contributes to the removal of market barriers related to the lack of information.

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 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 with the existing international Law***, in particular ***with MARPOL VI***, the MRV system should apply to ***ships of 400 GT and above***.

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 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.

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. ***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.

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

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.

²² OJ L 165, 18.06.2013, p. 13-40.

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.

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***

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

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.

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 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

(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 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

Amendment

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

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.

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 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**.

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 **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 under the jurisdiction of a Member State.

Amendment

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

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

Amendment

(a) ‘emissions’ means **only** the release of

into the atmosphere by ships as provided for in Article 2;

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

(la) '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

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 be complete and cover **carbon dioxide (CO₂)** emissions from 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

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

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.

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

iii a) 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

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

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

Annex I

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

(c) CO₂ emitted;

Amendment

(c) ***only*** CO₂ emitted;

Amendment 33

Proposal for a regulation Article 9 – point e

Text proposed by the Commission

(e) ***time spent at sea;***

Amendment

(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

(b) total CO₂ emitted;

Amendment

(b) **only** total CO₂ emitted;

Amendment 38

Proposal for a regulation Article 10 – point c

Text proposed by the Commission

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

Amendment

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

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.

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

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

Amendment

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

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.

Amendment

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

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

in the present Regulation.

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, 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

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 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

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 **2017**, and shall notify any subsequent amendments affecting these provisions to the Commission without delay.

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 requirements set out in Articles 11 and 17.

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 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

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

the initiative of the European Parliament or the Council.

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

Amendment

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

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

Amendment

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

This method is based on the quantity and type of fuel as defined on the BDN (***where 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, Giommara Uggias, Peter van Dalen, Roberts Zile
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