Carbon dioxide emissions from maritime transport: global data collection system for ship fuel oil consumption data

2019/0017(COD) - 16/09/2020 - Text adopted by Parliament, partial vote at 1st reading/single reading

The European Parliament adopted by 520 votes to 94, with 77 abstentions, amendments to the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2015/757 in order to take appropriate account of the global data collection system for ship fuel oil consumption data.

The matter was referred back to the committee responsible for inter-institutional negotiations.

As a reminder, the proposal aims to revise the European system for monitoring, reporting and verification of CO2 emissions from maritime transport (EU MRV Regulation).

The main amendments adopted in plenary concern the following points:

Inclusion of maritime transport in the European Union Emissions Trading Scheme (EU ETS)

The Regulation shall establish rules for the accurate monitoring, reporting and verification of greenhouse gas (GHG) emissions and other relevant information concerning ships arriving at, within or departing from ports under the jurisdiction of a Member State.

Members considered that ships with a gross tonnage of 5000 or more should be included in the EU ETS in order to contribute to the achievement of the climate neutrality objective for the EU economy as a whole.

Reduction of emissions

Parliament suggested incorporating the key elements of the International Maritime Organisation's (IMO) initial strategy into EU law, while continuing dialogue with IMO member states to reach a global agreement on measures to reduce greenhouse gas emissions.

Members therefore requested that shipping companies reduce their average annual CO2 emissions per transport work by at least 40% by 2030. If a company fails to comply with the annual reduction, the Commission may impose a financial penalty.

The baseline for greenhouse gas emission reduction measures shall be determined by using data from the THETIS-MRV system and the IMO's global data collection system.

The Commission shall monitor progress towards the adoption by the IMO of a global market mechanism. If such a mechanism is adopted, the Commission shall present a report examining the overall environmental integrity of the measures decided by the IMO in the light of the objectives of the Paris Agreement, the objective of reducing greenhouse gas emissions on an economy-wide basis by 2030 and the objective of climate neutrality. This report may be accompanied by a legislative proposal.

Emissions from ships at berth

According to Members, companies shall ensure that, by 2030, no ships under their responsibility emit greenhouse gas emissions when at berth.

Environmental performance labelling of ships

So as to incentivise emission reductions and increase transparency of information, Members proposed that the Commission shall set up a holistic EU labelling system for the environmental performance of ships which shall apply to the ships covered by this Regulation.

Oceans Fund

Parliament called for the establishment of an Ocean Fund for the period 2021-2030, financed by revenues from the auctioning of allowances under the EU ETS to improve the energy efficiency of ships and to support investments to help decarbonise maritime transport, including short sea shipping and ports.

20% of the Fund's revenue shall be used to help protect, restore and better manage marine ecosystems affected by global warming, such as marine protected areas, and to promote a sustainable blue economy, such as marine renewable energy.

Extending the scope to all greenhouse gases

Parliament would like to see the scope extended to all greenhouse gases, not just CO2. By 31 December 2021 at the latest, the Commission shall adopt delegated acts to supplement the Regulation by specifying the methods for determining methane emissions.

By 31 December 2022 at the latest, the Commission shall review the functioning of the Regulation, taking into account the experience gained, as well as other relevant initiatives to reduce greenhouse gas emissions from maritime transport and to fulfil the Union's commitments under the Paris Agreement.