



2021/0210(COD)

25.3.2022

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DRAFT REPORT

on the proposal for a regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport and amending Directive 2009/16/EC
(COM(2021)0562 – C9-0333/2021 – 2021/0210(COD))

Committee on Transport and Tourism

Rapporteur: Jörgen Warborn

- ▶ Rapporteurs for the opinion (*):
Rasmus Andresen, Committee on Industry, Research and Energy
Tiemo Wölken, Committee on the Environment, Public Health and Food Safety
- ▶ (*) Associated committees – Rule 57 of the Rules of Procedure

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 use of renewable and low-carbon fuels in maritime transport and amending Directive 2009/16/EC
(COM(2021)0562 – C9-0333/2021 – 2021/0210(COD))**

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2021)0562),
 - having regard to Article 294(2) and Article 100(2) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0333/2021),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the reasoned opinion submitted, within the framework of Protocol No 2 on the application of the principles of subsidiarity and proportionality, by the Seanad Éireann, asserting that the draft legislative act does not comply with the principle of subsidiarity,
 - having regard to the opinion of the European Economic and Social Committee of 8 December 2021¹,
 - after consulting the Committee of the Regions,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the opinions of the Committee on the Environment, Public Health and Food Safety and the Committee on Industry, Research and Energy,
 - having regard to the report of the Committee on Transport and Tourism (A9-0000/2022),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 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

Recital 1

Text proposed by the Commission

(1) Maritime transport accounts for around 75% of EU external trade and 31% of EU internal trade in terms of volume. ***At the same time, ship traffic to or from ports in the European Economic Area accounts for some 11% of all EU CO₂ emissions from transport and 3-4% of total EU CO₂ emissions.*** 400 million passengers embark or disembark annually in ports of Member States, including around 14 million on cruise ships. Maritime transport is therefore an essential component of Europe's transport system and plays a critical role for the European economy. The maritime transport market is subject to strong competition between economic actors in the Union and beyond for which a level playing field is indispensable. The stability and prosperity of the maritime transport market and its economic actors rely on a clear and harmonised policy framework where maritime transport operators, ports and other actors in the sector can operate on the basis of equal opportunities. Where market distortions occur, they risk putting ship operators or ports at a disadvantage compared to competitors within the maritime transport sector or in other transport sectors. In turn, this can result in a loss of competitiveness of the maritime transport industry, and a loss of connectivity for citizens and businesses

Amendment

(1) Maritime transport accounts for around 75% of EU external trade and 31% of EU internal trade in terms of volume. 400 million passengers embark or disembark annually in ports of Member States, including around 14 million on cruise ships. Maritime transport is therefore an essential component of Europe's transport system and plays a critical role for the European economy. The maritime transport market is subject to strong competition between economic actors in the Union and beyond for which a level playing field is indispensable. The stability and prosperity of the maritime transport market and its economic actors rely on a clear and harmonised policy framework where maritime transport operators, ports and other actors in the sector can operate on the basis of equal opportunities. Where market distortions occur, they risk putting ship operators or ports at a disadvantage compared to competitors within the maritime transport sector or in other transport sectors. In turn, this can result in a loss of competitiveness of the maritime transport industry, ***fewer jobs*** and a loss of connectivity for citizens and businesses

Or. en

Justification

Moved to new recital.

Amendment 2

Proposal for a regulation Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) *The maritime sector employs 2 million Europeans and contributes EUR 149 billion to the economy. For every EUR 1 million generated in the shipping industry, EUR 1,8 million are generated elsewhere in the EU economy.^{1a}*

^{1a} *European Community Shipowners' Association report "The Economic Value of the EU Shipping Industry", 2020.*

Or. en

Amendment 3

Proposal for a regulation Recital 1 b (new)

Text proposed by the Commission

Amendment

(1b) *Maritime transport is the most environmentally friendly transport mode, with significantly lower greenhouse gas emissions per tonne of goods transported, compared to other modes. At the same time, according to Briefing No 01/2021 of the European Environment Agency of 24 March 2021 entitled Rail and waterborne — best for low-carbon motorised transport, the ship traffic to or from ports in the European Economic Area accounts for 11 % of all EU CO₂ emissions from transport and 3 % to 4 % of total EU CO₂ emissions,.*

Or. en

Amendment 4

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) To enhance the Union's climate commitment under the Paris Agreement and set out the steps to be taken to achieve climate neutrality by 2050, and to translate the political commitment into a legal obligation, the Commission adopted the (amended) proposal for a Regulation of the European Parliament and of the Council on establishing the framework for achieving climate neutrality and amending Regulation (EU) 2018/1999 (European Climate Law)¹⁹ as well as the Communication 'Stepping up Europe's 2030 climate ambition'²⁰. This also integrates the target of reducing greenhouse gas (GHG) emissions by at least 55% compared to 1990 levels by 2030. Accordingly, various complementary policy instruments are needed to motivate the use of sustainably produced renewable and low-carbon fuels, included in the maritime transport sector. The necessary technology development and deployment has to **happen** by 2030 to prepare for much more rapid change thereafter.

¹⁹ COM(2020)0563.

²⁰ COM(2020)0562.

Amendment

(2) To enhance the Union's climate commitment under the Paris Agreement and set out the steps to be taken to achieve climate neutrality by 2050, and to translate the political commitment into a legal obligation, the Commission adopted the (amended) proposal for a Regulation of the European Parliament and of the Council on establishing the framework for achieving climate neutrality and amending Regulation (EU) 2018/1999 (European Climate Law)¹⁹ as well as the Communication 'Stepping up Europe's 2030 climate ambition'²⁰. This also integrates the target of reducing greenhouse gas (GHG) emissions by at least 55% compared to 1990 levels by 2030. Accordingly, various complementary policy instruments are needed to motivate the use of sustainably produced renewable and low-carbon fuels, included in the maritime transport sector. The necessary technology development and deployment has to **be under way** by 2030 to prepare for much more rapid change thereafter.

¹⁹ COM(2020)0563.

²⁰ COM(2020)0562.

Or. en

Amendment 5

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) In the context of fuel transition to

Amendment

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renewable and low carbon fuels and substitute sources of energy, it is essential to ensure the proper functioning of and fair competition in the EU maritime transport market regarding marine fuels, which account for a substantial share of ship operators' costs. Differences in fuel requirements across Member States of the Union can significantly affect ship operators' economic performance and negatively impact competition in the market. Due to the international nature of shipping, ship operators may easily bunker in third countries and carry large amounts of fuel. This may lead to carbon leakage and detrimental effects on the competitiveness of the sector if the availability of renewable and low carbon fuels in maritime ports under the jurisdiction of a Member State is not accompanied by requirements for their use that apply to all ship operators arriving at and departing from ports under the jurisdiction of Member States. This Regulation should lay down measures to ensure that the penetration of renewable low-carbon fuels in the marine fuels market takes place under the conditions of fair competition on the EU maritime transport market.

renewable and low carbon fuels and substitute sources of energy, it is essential to ensure the proper functioning of and fair competition in the EU maritime transport market regarding marine fuels, which account for a substantial share of ship operators' costs - **typically between 35 % and 53 % of shipping freight rates**. Differences in fuel requirements across Member States of the Union can significantly affect ship operators' economic performance and negatively impact competition in the market. Due to the international nature of shipping, ship operators may easily bunker in third countries and carry large amounts of fuel. This may lead to carbon leakage and detrimental effects on the competitiveness of the sector if the availability of renewable and low carbon fuels in maritime ports under the jurisdiction of a Member State is not accompanied by requirements for their use that apply to all ship operators arriving at and departing from ports under the jurisdiction of Member States. This Regulation should lay down measures to ensure that the penetration of renewable **and** low-carbon fuels in the marine fuels market takes place under the conditions of fair competition on the EU maritime transport market.

Or. en

Amendment 6

Proposal for a regulation Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) The maritime sector is characterised by fierce international competition. Major differences in regulatory burdens across flag states have exacerbated unwanted practices such as the reflagging of vessels. The sector's

intrinsic global character underlines the importance of a favourable regulatory environment, which is a precondition for attracting new investments and for safeguarding the competitiveness of European ports, ship owners and operators.

Or. en

Amendment 7

Proposal for a regulation Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) Given that this Regulation will impose additional compliance costs on the sector, action needs to be taken to prevent the total level of regulatory burden from increasing. The Commission should therefore be obliged to present, before the application of this Regulation, proposals offsetting the regulatory burdens introduced by this Regulation, through the revision or abolishment of provisions in other Union legislative acts that generate compliance costs for the maritime sector.

Or. en

Amendment 8

Proposal for a regulation Recital 4 b (new)

Text proposed by the Commission

Amendment

(4b) This Regulation should be closely aligned and consistent with Regulation XXXX-XXX (Alternative Fuels Infrastructure Regulation), Directive 2003/87/EC (EU ETS Directive), Directive

XXXX-XXX (Renewable Energy Directive), and Directive 2003/96/EC (Energy Taxation Directive), in order to ensure that there is a coherent legislative framework for the shipping ecosystem that is capable of contributing to a massive increase in the production of alternative fuels, that ensures the deployment of the necessary infrastructure and that incentivises the use of these fuels in a steadily growing share of vessels.

Or. en

Amendment 9

Proposal for a regulation Recital 4 c (new)

Text proposed by the Commission

Amendment

(4c) The obligation for ports to provide on-shore power supply should be matched by a corresponding obligation for ships to connect to such charging infrastructure while at berth, in order to ensure the effectiveness of that infrastructure and avoid stranded assets. Furthermore, the costs associated with on-shore charging should be reduced by permanently exempting electricity supplied to vessels in ports from taxation through relevant provisions of Directive XXXX-XXX (Energy Taxation Directive).

Or. en

Amendment 10

Proposal for a regulation Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) To ensure a level playing field for ships built to operate in ice-covered waters on their way to, from or between Member State ports, specific information relating to a ship's ice class, and to its navigation through ice, should be considered when calculating GHG emission reductions on a vessel basis, as well as in the data monitored and reported pursuant to the Regulation (EU) 2015/757.

Or. en

Amendment 11

Proposal for a regulation Recital 9

Text proposed by the Commission

Amendment

(9) While instruments such as carbon pricing or targets on the carbon intensity of activity promote improvements in energy efficiency, they are not suited to bring about a significant shift towards renewable and low-carbon fuels in the short and medium term. A specific regulatory approach dedicated to the deployment of renewable and low-carbon marine fuels and substitute sources of energy, such as wind or electricity, is therefore necessary.

(9) While instruments such as carbon pricing or targets on the carbon intensity of activity promote improvements in energy efficiency, they are not suited to bring about a significant shift towards renewable and low-carbon fuels in the short and medium term. A specific regulatory approach dedicated to the deployment of renewable and low-carbon marine fuels and substitute sources of energy, such as wind or **fossil free energy generated on-board or electricity provided at berth**, is therefore necessary.

Or. en

Amendment 12

Proposal for a regulation Recital 10 a (new)

(10a) A dedicated Maritime Transition Fund should be established with the aim of channelling revenues generated from the auctioning of maritime allowances within the ETS back to the maritime sector. Funds provided under the Maritime Transition Fund should be used to support projects and investments related to the improvement of the energy efficiency of ships and ports, to innovative technologies and infrastructure for decarbonising maritime transport, to the production and deployment of sustainable alternative fuels and to the development of zero-emission propulsion technologies.

Or. en

Amendment 13

Proposal for a regulation

Recital 11

Text proposed by the Commission

Amendment

(11) Development and deployment of renewable and low carbon fuels with a high potential for sustainability, commercial maturity and a high potential for innovation and growth to meet future needs should be promoted. This will support creating innovative and competitive fuels markets and ensure sufficient supply of sustainable maritime fuels in the short and long term to contribute to Union transport decarbonisation ambitions, while strengthening Union's efforts towards a high level of environmental protection. For this purpose, sustainable maritime fuels produced from feedstock listed in Parts A and B of Annex IX of Directive (EU) 2018/2001, as well as synthetic maritime fuels should be eligible. In particular, sustainable maritime fuels produced from

(11) Development and deployment of renewable and low carbon fuels ***and propulsion technologies*** with a high potential for sustainability, commercial maturity and a high potential for innovation and growth to meet future needs should be promoted. This will support creating innovative and competitive fuels markets and ensure sufficient supply of sustainable maritime fuels in the short and long term to contribute to Union transport decarbonisation ambitions, while strengthening Union's efforts towards a high level of environmental protection. For this purpose, sustainable maritime fuels produced from feedstock listed in Parts A and B of Annex IX of Directive (EU) 2018/2001, as well as synthetic maritime fuels should be eligible. In particular,

feedstock listed in Part B of Annex IX of Directive (EU) 2018/2001 are essential, as currently the most commercially mature technology to decarbonise maritime transport already in the short term.

sustainable maritime fuels produced from feedstock listed in Part B of Annex IX of Directive (EU) 2018/2001 are essential, as currently the most commercially mature technology to decarbonise maritime transport already in the short term.

Or. en

Amendment 14

Proposal for a regulation

Recital 12

Text proposed by the Commission

Amendment

(12) Indirect land-use change occurs when the cultivation of crops for biofuels, bioliquids and biomass fuels displaces traditional production of crops for food and feed purposes. Such additional demand increases the pressure on land and can lead to the extension of agricultural land into areas with high-carbon stock, such as forests, wetlands and peatland, causing additional greenhouse gas emissions and loss of biodiversity. Research has shown that the scale of the effect depends on a variety of factors, including the type of feedstock used for fuel production, the level of additional demand for feedstock triggered by the use of biofuels, bioliquids and biomass fuels, and the extent to which land with high-carbon stock is protected worldwide. The level of greenhouse gas emissions caused by indirect land-use change cannot be unequivocally determined with the level of precision required for the establishment of emission factors required by the application of this regulation. However, there is evidence that all fuels produced from feedstock cause indirect land-use change to various degrees. In addition to the greenhouse gas emissions linked to indirect land-use change – which is capable of negating

deleted

some or all greenhouse gas emissions savings of individual biofuels, bioliquids or biomass fuels – indirect land-use change poses risks to biodiversity. This risk is particularly serious in connection with a potentially large expansion of production determined by a significant increase in demand. Accordingly, no feed and food crop-based fuels should be promoted. Directive (EU) 2018/2001 already limits and sets a cap on the contribution of such biofuels, bioliquids and biomass to the GHG emissions savings targets in the road and rail transport sector considering their lower environmental benefits, lower performance in terms of greenhouse reduction potential and broader sustainability concerns.

Or. en

Amendment 15

Proposal for a regulation

Recital 13

Text proposed by the Commission

Amendment

(13) However, this approach must be stricter in the maritime sector. The maritime sector has currently insignificant levels of demand for food and feed crops-based biofuels, bioliquids and biomass fuels, since over 99% of currently used marine fuels are of fossil origin. Therefore, the non-eligibility of food and feed crop-based fuels under this Regulation also minimises any risk to slow down the decarbonisation of the transport sector, which could otherwise result from a shift of crop-based biofuels from the road to the maritime sector. It is essential to minimise such a shift, as road transport currently remains by far the most polluting transport sector and the maritime transport currently uses

deleted

predominantly fuels of fossil origin. It is therefore appropriate to avoid the creation of a potentially large demand of food and feed crops-based biofuels, bioliquids and biomass fuels by promoting their use under this Regulation. Accordingly, the additional greenhouse gas emissions and loss of biodiversity caused by all types of feed and food crop-based fuels require that these fuels be considered to have the same emission factors as the least favourable pathway.

Or. en

Amendment 16

Proposal for a regulation Recital 14

Text proposed by the Commission

(14) The long lead times associated to the development and deployment of new fuels and energy solutions for maritime transport require rapid action and the establishment of a clear and predictable long-term regulatory framework facilitating planning and investment from all the stakeholders concerned. A clear and stable long-term regulatory framework will facilitate the development and deployment of new fuels and energy solutions for maritime transport, and encourage investment from stakeholders. Such framework should define limits for the greenhouse gas intensity of the energy used on-board by ships until 2050. Those limits should become more ambitious over time to reflect the expected technology development and increased production of marine renewable and low carbon fuels.

Amendment

(14) The long lead times associated to the development and deployment of new fuels and energy solutions for maritime transport require rapid action and the establishment of a clear and predictable long-term regulatory framework facilitating planning and investment from all the stakeholders concerned. A clear and stable long-term regulatory framework will facilitate the development and deployment of new fuels and energy solutions for maritime transport, and encourage investment from stakeholders. Such framework should define limits for the greenhouse gas intensity of the energy used on-board by ships, ***both during navigation and at berth***, until 2050. Those limits should become more ambitious over time to reflect the expected technology development and increased production of marine renewable and low carbon fuels. ***To ensure legal certainty and to allow sufficient time for the sector to plan and prepare long-term, as well as to avoid stranded assets, possible future reviews of***

this Regulation should be limited in scope and should avoid significant changes to the requirements.

Or. en

Amendment 17

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) This Regulation should establish the methodology and the formula that should apply to calculate the yearly average greenhouse gas intensity of the energy used on-board by a ship. This formula should be based on the fuel consumption reported by ships and consider the relevant emission factors of these fuels. The use of substitute sources of energy, such as wind or electricity, should also be reflected in the methodology.

Amendment

(15) This Regulation should establish the methodology and the formula that should apply to calculate the yearly average greenhouse gas intensity of the energy used on-board by a ship. This formula should be based on the fuel consumption reported by ships and consider the relevant emission factors of these fuels. The use of substitute sources of energy, such as wind or ***fossil free energy generated on-board or electricity provided at berth***, should also be reflected in the methodology.

Or. en

Amendment 18

Proposal for a regulation

Recital 17

Text proposed by the Commission

(17) The well-to-wake performance of ***renewable and low-carbon*** maritime fuels should be established using default or actual and certified emission factors covering the well-to-tank and tank-to-wake emissions. ***The performance of fossil fuels should however only be assessed through the use of default emission factors as provided for by this Regulation.***

Amendment

(17) The well-to-wake performance of maritime fuels should be established using default or actual and certified emission factors covering the well-to-tank and tank-to-wake emissions.

Justification

De facto emissions are what counts. There should be a possibility to use certified real values for all fuels.

Amendment 19**Proposal for a regulation****Recital 19***Text proposed by the Commission*

(19) The use of renewable energy sources and alternative propulsion, **such as** wind and solar energy, greatly reduces the greenhouse gas intensity of the overall ship energy use. The difficulty to accurately measure and quantify these energy sources (intermittence of the energy use, direct transfer as propulsion, etc.) should not impede their recognition in the overall ship energy use through means of approximations of their contribution to the ship's energy balance.

Amendment

(19) The use of renewable **and fossil free** energy sources and alternative propulsion, **including but not limited to** wind and solar energy, greatly reduces the greenhouse gas intensity of the overall ship energy use. The difficulty to accurately measure and quantify these energy sources (intermittence of the energy use, direct transfer as propulsion, etc.) should not impede their recognition in the overall ship energy use through means of approximations of their contribution to the ship's energy balance.

Amendment 20**Proposal for a regulation****Recital 21***Text proposed by the Commission*

(21) The use of on-shore power supply (OPS) abates air pollution produced by ships as well as reduces the amount of GHG emissions generated by maritime transport. OPS represents an increasingly clean power supply available to ships at berth, in view of the growing renewables **share** in the EU electricity mix. While only the provision on OPS connection points is

Amendment

(21) The use of on-shore power supply (OPS) abates air pollution produced by ships as well as reduces the amount of GHG emissions generated by maritime transport **when at berth**. OPS represents an increasingly clean power supply available to ships at berth, in view of the growing **share of renewables and fossil free energy sources** in the EU electricity mix. While

covered by Directive 2014/94/EU (Alternative Fuels Infrastructure Directive – AFID), the demand for and, as a result, the deployment of this technology has remained limited. Therefore specific rules should be established to mandate the use of OPS by the most polluting ships.

only the provision on OPS connection points is covered by Directive 2014/94/EU (Alternative Fuels Infrastructure Directive – AFID), the demand for and, as a result, the deployment of this technology has remained limited. Therefore, specific rules should be established to mandate the use of OPS by the most polluting ships *in situations where it effectively reduces emissions at a reasonable cost.*

Or. en

Amendment 21

Proposal for a regulation Recital 23

Text proposed by the Commission

(23) Exceptions to the use of OPS should also be provided for a number of objective reasons, certified by the managing body of the port of call *and* limited to unscheduled port calls for reasons of safety or saving life at sea, for short stays of ships at berth of less than two hours as this is the minimum time required for connection, and for the use of on-board energy generation under emergency situations.

Amendment

(23) Exceptions to the use of OPS should also be provided for a number of objective reasons, certified by the managing body of the port of call, *the operator of the terminal or the competent authority, depending on the governance model for ports in the different Member States. Those exceptions should be* limited to unscheduled port calls for reasons of safety or saving life at sea, for short stays of ships at berth of less than two hours as this is the minimum time required for connection, and for the use of on-board energy generation under emergency situations. *If it is impossible to supply sufficient on-shore power, due to weak capacity in the local grid connecting to the port, this should not be considered to be a failure by the port or by the ship owner or operator to comply with the requirements of this Regulation, provided that the insufficient local grid capacity is duly attested by the grid manager to the verifiers.*

Or. en

Amendment 22

Proposal for a regulation Recital 24

Text proposed by the Commission

(24) Exceptions in case of unavailability or incompatibility of OPS should be limited after ship and port operators have had sufficient time to make the necessary investments, in order to provide the necessary incentives for those investments and avoid unfair competition. As of 2035, ship operators should plan carefully their **port** calls to make sure that they can carry out their activities without emitting air pollutants and GHG at berth and compromise the environment in coastal areas and port cities. A limited number of exceptions in case of unavailability or incompatibility of OPS **shoud** be maintained in order to provide the possibility for occasional last-minute changes in port call schedules and calls in ports with incompatible equipment.

Amendment

(24) Exceptions in case of unavailability or incompatibility of OPS should be limited after ship and port operators have had sufficient time to make the necessary investments, in order to provide the necessary incentives for those investments and avoid unfair competition. ***In order to ensure full interoperability, ports should equip their berths, and ship owners their vessels, with power installations that comply with applicable standards.*** As of 2035, ship operators should plan carefully their calls ***on TEN-T ports covered by the Regulation XXXX-XXX (Alternative Fuels Infrastructure Regulation)*** to make sure that they can carry out their activities without emitting air pollutants and GHG at berth and compromise the environment in coastal areas and port cities. A limited number of exceptions in case of unavailability or incompatibility of OPS ***should*** be maintained in order to provide the possibility for occasional last-minute changes in port call schedules and calls in ports with incompatible equipment.

Or. en

Amendment 23

Proposal for a regulation Recital 24 a (new)

Text proposed by the Commission

Amendment

(24a) The targets for provision of OPS laid down in Regulation XXXX-XXX (Alternative Fuels Infrastructure

Regulation) take into account the types of vessels served and the respective traffic volumes of maritime ports. The requirement for ships to connect to OPS while at berth should not apply to vessels when calling at ports exempted from the OPS requirement by that Regulation, unless the port has OPS installed and available. Should a ship call at a non-TEN-T port where OPS is available, the ship should connect to OPS.

Or. en

Amendment 24

Proposal for a regulation Recital 24 b (new)

Text proposed by the Commission

Amendment

(24b) Even if OPS is an important tool to reduce local emissions of air pollutants, its potential to reduce greenhouse gases depends entirely on the energy mix that is supplied through the cables. To realise the full climate and environmental potential of OPS, Member States should continue to reduce the GHG intensity of their energy mixes and provide ports with priceworthy, plannable and fossil free electricity.

Or. en

Amendment 25

Proposal for a regulation Recital 24 c (new)

Text proposed by the Commission

Amendment

(24c) The implementation of this Regulation should take due account of the diverse governance models for ports

across the Union, in particular as regards the responsibility for issuing a certificate exempting a vessel from the obligation to connect to OPS.

Or. en

Amendment 26

Proposal for a regulation Recital 24 d (new)

Text proposed by the Commission

Amendment

(24d) Coordination between ports and ship operators is crucial to ensure smooth connection procedures to on-shore power in ports. Ship operators should inform the ports they call at about their intentions to connect to on-shore power and the amount of power needed during the given call, in particular when the amount of power needed exceeds the estimated needs for this ship category.

Or. en

Amendment 27

Proposal for a regulation Recital 27 a (new)

Text proposed by the Commission

Amendment

(27a) The trustworthiness of information about the characteristics of fuels is of major importance for the enforcement of this Regulation. Fuel suppliers that have been proven to have provided misleading or inaccurate information about the greenhouse gas intensity of the fuels they supply should be subject to a penalty. Fuel suppliers who have repeatedly provided false or misleading information should be blacklisted from the certification schemes laid down in Directive EU 2018/2001. In such cases,

any fuels bunkered from its facilities should be considered to have the same emission factor as the least favourable fossil fuel.

Or. en

Amendment 28

Proposal for a regulation Recital 31 a (new)

Text proposed by the Commission

Amendment

(31a) Companies and fuel suppliers could, by means of contractual arrangements, agree on mutual commitments to produce, supply and purchase predetermined quantities of certain fuels. Such contractual arrangements could also cover liability and establish conditions for financial compensation in cases where fuels are not available.

Or. en

Amendment 29

Proposal for a regulation Recital 37

Text proposed by the Commission

Amendment

(37) The revenues generated from the payment of penalties should be used to promote the distribution and use of renewable and low-carbon fuels in the maritime sector and help maritime operators to meet their climate and environmental goals. For this purpose these revenues should be allocated to the the Innovation Fund referred to in Article 10a(8) of Directive 2003/87/EC.

(37) The revenues generated from the payment of penalties should be used to promote the distribution and use of renewable and low-carbon fuels **and propulsion technologies** in the maritime sector and help maritime operators to meet their climate and environmental goals. For this purpose these revenues should be allocated to the Innovation Fund referred to in Article 10a(8) of Directive 2003/87/EC.

Or. en

Amendment 30

Proposal for a regulation Recital 39

Text proposed by the Commission

(39) Given the importance of consequences that the measures taken by the verifiers under this Regulation may have for the companies concerned, in particular regarding the determination of non-compliant port calls, calculation of the amounts of penalties and refusal to issue a FuelEU certificate of compliance, those companies should be entitled to apply for a review of such measures to the competent authority in the Member State where the verifier was accredited. In the light of the fundamental right to an effective remedy, enshrined in Article 47 of the Charter of Fundamental Rights of the European Union, decisions taken by the competent authorities and the managing bodies of the port under this Regulation should be subject to judicial review, carried out in accordance with the national law of the Member State concerned.

Amendment

(39) Given the importance of consequences that the measures taken by the verifiers under this Regulation may have for the companies concerned, in particular regarding the determination of non-compliant port calls, ***the compilation of information for the*** calculation of the amounts of penalties and refusal to issue a FuelEU certificate of compliance, those companies should be entitled to apply for a review of such measures to the competent authority in the Member State where the verifier was accredited. In the light of the fundamental right to an effective remedy, enshrined in Article 47 of the Charter of Fundamental Rights of the European Union, decisions taken by the competent authorities and the managing bodies of the port under this Regulation should be subject to judicial review, carried out in accordance with the national law of the Member State concerned.

Or. en

Amendment 31

Proposal for a regulation Recital 40

Text proposed by the Commission

(40) In order to maintain a level playing field through the efficient functioning of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in

Amendment

(40) In order to maintain a level playing field through the efficient functioning of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in

respect of *amendment of the list of well-to-wake emission factors, amendment of the list of the applicable zero-emission technologies or criteria for their use, to establish* the rules on conducting the laboratory testing and direct emissions measurements, *adaptation of the penalty factor*, accreditation of verifiers, *adaptation of the penalty factor*, and modalities for the payment of penalties. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

respect of *establishing the rules on certifying actual well-to-tank emissions*, the rules on conducting the laboratory testing and direct emissions measurements, accreditation of verifiers and modalities for the payment of penalties. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Or. en

Amendment 32

Proposal for a regulation Recital 42

Text proposed by the Commission

(42) Given the international dimension of the maritime sector, a global approach to limiting the greenhouse gas intensity of the energy used by ships is preferable as it **could be regarded as** more effective due to its broader scope. In this context, and with a view to facilitating the development of international rules within the International Maritime Organisation (IMO), the Commission should share relevant information on the implementation of this

Amendment

(42) Given the international dimension of the maritime sector, a global approach to limiting the greenhouse gas intensity of the energy used by ships is preferable as it **would be significantly** more effective due to its broader scope. In this context, and with a view to facilitating the development of international rules within the International Maritime Organisation (IMO), the Commission should share relevant information on the implementation

Regulation with the IMO and other relevant international bodies and relevant submissions should be made to the IMO. Where an agreement on a global approach is reached on matters of relevance to this Regulation, the Commission should review the present Regulation *with a view to aligning it, where appropriate*, with the international rules.

of this Regulation with the IMO and other relevant international bodies and relevant submissions should be made to the IMO. Where an agreement on a global approach is reached on matters of relevance to this Regulation, the Commission should review the present Regulation *to align it* with the international rules.

Or. en

Amendment 33

Proposal for a regulation

Article 3 – paragraph 1 – point f

Text proposed by the Commission

(f) ‘food and feed crops’ means food and feed crops as defined in Article 2, point (40), of Directive (EU) 2018/2001;

Amendment

deleted

Or. en

Amendment 34

Proposal for a regulation

Article 3 – paragraph 1 – point h

Text proposed by the Commission

(h) ‘substitute sources of energy’ means renewable *wind or solar* energy generated on-board or electricity supplied from on-shore power supply;

Amendment

(h) ‘substitute sources of energy’ means renewable *or fossil free* energy generated on-board or electricity supplied from on-shore power supply;

Or. en

Amendment 35

Proposal for a regulation

Article 3 – paragraph 1 – point m

Text proposed by the Commission

(m) ‘ship at berth’ means ***ship at berth as defined in Article 3, point (n) of Regulation (EU) 2015/757;***

Amendment

(m) ‘ship at berth’ means ***a ship which is securely moored along a quay in a port falling under the jurisdiction of a Member State while it is loading, unloading or hotelling, including the time spent when not engaged in cargo operations;***

Or. en

Amendment 36

Proposal for a regulation Article 3 – paragraph 1 – point n

Text proposed by the Commission

(n) ‘energy use on-board’ means the amount of energy, expressed in mega joules (MJ), used by a ship for propulsion and for the operation of any on-board equipment, at sea or at berth;

Amendment

(n) ‘energy use on-board’ means the amount of energy, expressed in mega joules (MJ), used by a ship for propulsion and for the operation of any on-board equipment, at sea or at berth ***excluding the additional energy used due to the technical characteristics of a ship in ice class IA or IA Super or an equivalent ice class and excluding the additional energy used by a ship in ice class IC, IB, IA or IA Super or an equivalent ice class due to sailing in ice conditions;***

Or. en

Amendment 37

Proposal for a regulation Article 3 – paragraph 1 – point q a (new)

Text proposed by the Commission

(qa) ‘ice class’ means the notation assigned to the ship by the competent national authorities of the flag State or an organisation recognised by that State,

showing that the ship has been designed for navigation in sea-ice conditions;

Or. en

Amendment 38

Proposal for a regulation

Article 3 – paragraph 1 – point q b (new)

Text proposed by the Commission

Amendment

(q b) 'sailing in ice conditions' means sailing of an ice-classed ship in a sea area within the ice edge;

Or. en

Amendment 39

Proposal for a regulation

Article 3 – paragraph 1 – point q c (new)

Text proposed by the Commission

Amendment

(qc) 'ice edge' means the demarcation at any given time between the open sea and sea ice of any kind, whether fast or drifting;

Or. en

Justification

As defined by paragraph 4.4. of the WMO Sea-Ice Nomenclature, March 2014.

Amendment 40

Proposal for a regulation

Article 3 – paragraph 1 – point r

Text proposed by the Commission

Amendment

(r) 'on-shore power supply' means the

(r) 'on-shore power supply' means the

system to supply electricity to ships at berth, at low or high voltage, alternate or direct current, including ship side and shore side installations, *when* feeding *directly* the ship main distribution switchboard for powering hotel, service workloads or charging secondary batteries;

system to supply electricity to ships at berth, at low or high voltage, alternate or direct current, including ship side and shore side installations, feeding the ship main distribution switchboard for powering hotel, service workloads or charging secondary batteries;

Or. en

Amendment 41

Proposal for a regulation

Article 4 – paragraph 2 – subparagraph 2

Text proposed by the Commission

[Asterix: The reference value, which calculation will be carried out at a later stage of the legislative procedure, corresponds to the fleet average greenhouse gas intensity of the energy used on-board by ships in **2020** determined on the basis data monitored and reported in the framework of Regulation (EU) 2015/757 and using the methodology and default values laid down in Annex I to that Regulation.]

Amendment

[Asterix: The reference value, calculation *of which* will be carried out at a later stage of the legislative procedure, corresponds to the **Union** fleet average greenhouse gas intensity of the energy used on-board by ships in **2019** determined on the basis data monitored and reported in the framework of Regulation (EU) 2015/757 and using the methodology and default values laid down in Annex I to that Regulation.]

Or. en

Amendment 42

Proposal for a regulation

Article 4 – paragraph 3

Text proposed by the Commission

3. The greenhouse gas intensity of the energy used on-board by a ship shall be calculated as the amount of greenhouse gas emissions per unit of energy according to the methodology specified in Annex I.

Amendment

3. The greenhouse gas intensity of the energy used on-board by a ship shall be calculated as the amount of greenhouse gas emissions per unit of energy according to the methodology specified in Annex I. ***For ships in ice classes, a correction factor is applied, deducting the higher fuel***

consumption linked to ice navigation.

Or. en

Amendment 43

Proposal for a regulation

Article 4 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Default values are provided in Annex II of this Regulation to serve as the basis for the calculation of emission factors. These default values can be replaced by actual values certified by means of laboratory testing or direct emissions measurements.

Or. en

Amendment 44

Proposal for a regulation

Article 4 – paragraph 4

Text proposed by the Commission

Amendment

4. The Commission is empowered to adopt delegated acts in accordance with Article 26 to amend Annex II in order to include the well-to-wake emission factors related to any new sources of energy or to adapt the existing emission factors to ensure consistency with future international standards or the legislation of the Union in the field of energy.

deleted

Or. en

Amendment 45

Proposal for a regulation Article 5 – paragraph 1

Text proposed by the Commission

1. From 1 January 2030, a ship at berth in a port of call ***under the jurisdiction of a Member State*** shall connect to on-shore power supply and use it for all ***energy*** needs while at berth.

Amendment

1. From 1 January 2030, a ship at berth in a port of call ***covered by Article 9 of Regulation XXXX-XXX (Alternative Fuels Infrastructure Regulation)*** shall connect to on-shore power supply and use it for all ***its electricity*** needs while at berth, ***with exemption for auxiliary boilers. In the event that a non-TEN-T port has voluntarily installed OPS, ships calling at that port shall connect to OPS when available.***

Or. en

Amendment 46

Proposal for a regulation Article 5 – paragraph 3 – point a a (new)

Text proposed by the Commission

Amendment

(aa) that were estimated to be at berth for less than two hours, but were hindered from departing within that timeframe due to unforeseeable events outside the operator's control.

Or. en

Amendment 47

Proposal for a regulation Article 5 – paragraph 3 – point c

Text proposed by the Commission

Amendment

(c) that have to make an unscheduled port call for reasons of safety or saving life

(c) that have to make an unscheduled port call for reasons of safety or saving life

at sea;

at sea *or in emergency situations or under conditions of force majeure*;

Or. en

Amendment 48

Proposal for a regulation

Article 5 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Ship operators shall inform the ports that they intend to call at about their intentions to connect to on-shore power and indicate the amount of power they require during that call.

Or. en

Amendment 49

Proposal for a regulation

Article 5 – paragraph 4

Text proposed by the Commission

Amendment

4. The Commission is empowered to adopt delegated acts in accordance with Article 26 to amend Annex III in order to insert references to new technologies in the list of applicable zero-emission technologies or criteria for their use, where these new technologies are found equivalent to the technologies listed in that Annex in the light of scientific and technical progress.

deleted

Or. en

Amendment 50

Proposal for a regulation

Article 5 – paragraph 5

Text proposed by the Commission

5. The managing body of the port of call shall determine whether the exceptions set in paragraph 3 apply and issue or refuse to issue the certificate in accordance with the requirements set out in Annex IV.

Amendment

5. The managing body of the port of call, ***or where applicable the operator of the terminal or the competent authority,*** shall determine whether the exceptions set in paragraph 3 apply and issue or refuse to issue the certificate in accordance with the requirements set out in Annex IV.

Or. en

Amendment 51

Proposal for a regulation Article 5 – paragraph 6

Text proposed by the Commission

6. From 1 January 2035, the exceptions listed in paragraph 3, ***points (d) and (e)***, may not be applied to a given ship, in total, more than five times during one reporting year. A port call shall not be counted for the purpose of compliance with this provision where the company demonstrates that it could not have reasonably known that the ship will be unable to connect for ***reasons*** referred to in paragraph 3, ***points (d) and (e)***.

Amendment

6. From 1 January 2035, the exceptions listed in paragraph 3, ***point (e)***, may not be applied to a given ship, in total, more than five times during one reporting year. A port call shall not be counted for the purpose of compliance with this provision where the company demonstrates that it could not have reasonably known that the ship will be unable to connect for ***the reason*** referred to in paragraph 3, ***point (e)***.

Or. en

Amendment 52

Proposal for a regulation Article 7 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. If the additional energy required due to the ship's ice class is to be excluded from the energy used on-board, the monitoring plan shall also include:

(a) information on the ice class of the ship;

(b) a description of the procedure for monitoring the distance travelled for the whole voyage; and

(c) when sailing in ice conditions:

(i) the date and time when sailing in ice conditions, the fuel consumption and the energy provided by substitute sources of energy or

(ii) a zero emission technology as specified in Annex III.

Or. en

Amendment 53

Proposal for a regulation

Article 9 – paragraph 1 – point c

Text proposed by the Commission

(c) biofuels and biogas that do not comply with point (a) ***or that are produced from food and feed crops*** shall be considered to have the same emission factors as the least favourable fossil fuel pathway for this type of fuel;

Amendment

(c) biofuels and biogas that do not comply with point (a) shall be considered to have the same emission factors as the least favourable fossil fuel pathway for this type of fuel;

Or. en

Amendment 54

Proposal for a regulation

Article 9 a (new)

Text proposed by the Commission

Amendment

Article 9a

Certification of fossil fuels

1. Companies shall be entitled to divert from the established default values for the well-to-tank emission factors

provided that actual values are certified.

2. Companies shall be entitled to divert from the established default values for the tank-to-wake emission factors provided that actual values are certified by means of laboratory testing or direct emissions measurements.

3. The Commission is empowered to adopt delegated acts in accordance with Article 26, to supplement this Regulation by establishing the rules on certifying actual well-to-tank emissions and to adopt delegated acts to supplement this Regulation by establishing the rules on conducting the laboratory testing and direct emissions measurements.

Or. en

Amendment 55

Proposal for a regulation Article 14 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. If the additional energy required due to the ship's ice class is to be excluded from the energy used on-board, the monitoring plan shall also include:

(a) the ice class of the ship;

(b) the date and time when sailing in ice conditions,

(c) the amount of each type of fuel consumed when sailing in ice conditions,

(d) the amount of each type of substitute source of energy consumed when sailing in ice conditions,

(e) the distance travelled when sailing in ice conditions, the distance travelled during the voyage,

(f) the amount of each type of fuel consumed at sea; and

(g) the amount of each type of substitute source of energy consumed at sea.

Or. en

Amendment 56

Proposal for a regulation

Article 15 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) compile the information provided according to Article 14(1) and submit it to the Member State's competent authority.

Or. en

Amendment 57

Proposal for a regulation

Article 15 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) calculate the amount of the penalties referred to in Article 20(1) and (2). *deleted*

Or. en

Justification

Moved.

Amendment 58

Proposal for a regulation

Article 15 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. On the basis of the information provided by the verifier, the Member

State's competent authority shall calculate the amount of the penalties referred to in Article 20(1) and (2) and shall notify it to the company.

Or. en

Justification

Moved.

Amendment 59

Proposal for a regulation Article 16 – paragraph 1

Text proposed by the Commission

1. The Commission shall develop, ensure functioning and update an electronic compliance database for the monitoring of compliance with Articles 4 and 5. The compliance database shall be used to keep a record of the compliance balance of the ships and the use of the flexibility mechanisms set out in Articles 17 and 18. It shall be accessible to the companies, the verifiers, the competent authorities and the Commission.

Amendment

1. The Commission shall develop, ensure ***the*** functioning ***of*** and update an electronic compliance database, ***within the THETIS-MRV module***, for the monitoring of compliance with Articles 4 and 5. The compliance database shall be used to keep a record of the compliance balance of the ships and the use of the flexibility mechanisms set out in Articles 17 and 18. It shall be accessible to the companies, the verifiers, the competent authorities and the Commission.

Or. en

Amendment 60

Proposal for a regulation Article 17 – paragraph 2 – introductory part

Text proposed by the Commission

2. Where the ship has a compliance deficit for the reporting period, the company may borrow an advance compliance surplus of the corresponding amount from the following reporting

Amendment

2. Where the ship has a compliance deficit for the reporting period, the company may borrow an advance compliance surplus of the corresponding amount from the following reporting

period. The advance compliance surplus shall be added to the ship's balance in the reporting period and subtracted from the same ship's balance in the following reporting period. The amount to be subtracted in the following reporting period shall be equal to the advance compliance surplus **multiplied by 1.1**. The advance compliance surplus may not be borrowed:

period. The advance compliance surplus shall be added to the ship's balance in the reporting period and subtracted from the same ship's balance in the following reporting period. The amount to be subtracted in the following reporting period shall be equal to the advance compliance surplus. The advance compliance surplus may not be borrowed:

Or. en

Amendment 61

Proposal for a regulation Article 20 – paragraph 1

Text proposed by the Commission

1. Where on 1 May of the year following the reporting period the ship has a compliance deficit, the company shall pay a penalty. The **verifier** shall calculate the amount of the penalty on the basis of the formula specified Annex V.

Amendment

1. Where on 1 May of the year following the reporting period the ship has a compliance deficit, the company shall pay a penalty. The **Member State's competent authority** shall, **based on the information provided by the verifier**, calculate the amount of the penalty on the basis of the formula specified **in** Annex V.

Or. en

Amendment 62

Proposal for a regulation Article 20 – paragraph 2

Text proposed by the Commission

2. The company shall pay a penalty for each non-compliant port call. The **verifier** shall calculate the amount of the penalty by multiplying the amount of EUR 250 by megawatts of power installed on-board and by the number of completed hours spent at berth.

Amendment

2. The company shall pay a penalty for each non-compliant port call. The **Member State's competent authority** shall, **based on the information provided by the verifier**, calculate the amount of the penalty by multiplying the amount of EUR 250 **at 2022 prices** by megawatts of power installed on-board and by the number of

completed hours spent at berth. *For the purpose of this calculation, the amount of time needed to connect to OPS shall be deemed to be two hours, and that amount of time shall be subtracted by default from the hours spent at berth to account for the time needed to connect to OPS.*

Or. en

Amendment 63

Proposal for a regulation Article 20 – paragraph 4

Text proposed by the Commission

Amendment

4. *The Commission is empowered to adopt delegated acts in accordance with Article 26 to amend Annex V in order to adapt the formula referred to in paragraph 1 of this Article, and to amend the amount of the fixed penalty laid down in paragraph 2 of this Article, taking into account the developments in the cost of energy.*

deleted

Or. en

Amendment 64

Proposal for a regulation Article 21 – paragraph 2

Text proposed by the Commission

Amendment

2. The revenues generated from penalties referred to in paragraph 1 shall be allocated to the *the* Innovation Fund referred to in Article 10a(8) of Directive 2003/87/EC. These revenues shall constitute external assigned revenue in accordance with Article 21(5) of the Financial Regulation, and shall be implemented in accordance with the rules

2. The revenues generated from penalties referred to in paragraph 1 shall be allocated to the Innovation Fund referred to in Article 10a(8) of Directive 2003/87/EC *for promoting the distribution and use of renewable and low-carbon fuels and propulsion technologies in the maritime sector*. These revenues shall constitute external assigned revenue in accordance

applicable to the Innovation Fund.

with Article 21(5) of the Financial Regulation, and shall be implemented in accordance with the rules applicable to the Innovation Fund.

Or. en

Amendment 65

Proposal for a regulation Article 24 – paragraph 1

Text proposed by the Commission

1. The companies shall be entitled to apply for a review of the calculations and measures addressed to them by the verifier under this Regulation, including the refusal to issue a FuelEU certificate of compliance pursuant to Article 19(1).

Amendment

1. The companies shall be entitled to apply for a review of the calculations and measures addressed to them by ***the Member State's competent authority or*** the verifier under this Regulation, including the refusal to issue a FuelEU certificate of compliance pursuant to Article 19(1).

Or. en

Amendment 66

Proposal for a regulation Article 26 – paragraph 2

Text proposed by the Commission

2. The power to adopt delegated acts referred to in Articles **4(6), 5(4), 9(3), 13(3), 20(4),** and 21(3) shall be conferred on the Commission for an indeterminate period of time from [date of entry into force of this Regulation].

Amendment

2. The power to adopt delegated acts referred to in Articles 9(3), **9a(3),** 13(3) and 21(3) shall be conferred on the Commission for an indeterminate period of time from [date of entry into force of this Regulation].

Or. en

Amendment 67

Proposal for a regulation Article 26 – paragraph 3

Text proposed by the Commission

3. The delegation of power referred to in Articles **4(7)**, **5(4)**, 9(3), 13(3), **20(4)**, and 21(3) 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

3. The delegation of power referred to in Articles 9(3), **9a(3)**, 13(3) and 21(3) 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.

Or. en

Amendment 68

Proposal for a regulation
Article 26 – paragraph 6

Text proposed by the Commission

6. A delegated act adopted pursuant to Articles **4(7)**, **5(4)**, 9(3), 13(3), **20(4)**, and 21(3) shall enter into force only if no objection has been expressed either by the European Parliament or by 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 of the Council.

Amendment

6. A delegated act adopted pursuant to Articles 9(3), **9a(3)**, 13(3) and 21(3) shall enter into force only if no objection has been expressed either by the European Parliament or by 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 of the Council.

Or. en

Amendment 69

Proposal for a regulation

Article 28 – paragraph 1 – introductory part

Text proposed by the Commission

1. The Commission shall report to the European Parliament and the Council, by 1 January 2030, the results of an evaluation on the functioning of this Regulation and the evolution of the technologies and market for renewable and low-carbon fuels in maritime transport and its impact on the maritime sector in the Union. The Commission shall consider possible amendments to:

Amendment

1. The Commission shall report to the European Parliament and the Council, by 1 January 2030, ***and every three years thereafter until 2051***, the results of an evaluation on the functioning of this Regulation and the evolution of the technologies and market for renewable and low-carbon fuels in maritime transport and its impact on the maritime sector in the Union. ***That report shall pay particular attention to this Regulation's impact on the functioning of the single market, the sector's competitiveness, transport freight rates and the magnitude of carbon leakage.*** The Commission shall consider possible amendments to:

Or. en

Amendment 70

Proposal for a regulation

Article 28 – paragraph 1 – point a

Text proposed by the Commission

(a) *the limit referred to in Article 4(2);*

Amendment

deleted

Or. en

Amendment 71

Proposal for a regulation

Article 28 – paragraph 1 – point a (new)

Text proposed by the Commission

Amendment

(aa) *the scope of this Regulation in*

terms of:

- the gross tonnage threshold referred to in the introductory part of Article 2,

- the share of energy used by ships in voyage to and from third countries referred to in Article 2, point (c)

Or. en

Amendment 72

Proposal for a regulation

Article 28 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. The Commission shall propose amendments to this Regulation in the event that the International Maritime Organization adopts global carbon emission standards, in order to fully align the Regulation to those standards.

Or. en

Amendment 73

Proposal for a regulation

Article 28 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. The Commission shall report to the European Parliament and the Council, by 1 January 2030, and every fifth year until 2050, the results of a comprehensive evaluation of the aggregated macroeconomic impact of the Fit for 55 legislative package^{1a}. That report shall pay particular attention to the effects on the Union's competitiveness, job creation, transport freight rates, household purchasing power and the magnitude of carbon leakage.

Amendment 74

**Proposal for a regulation
Article 28 – paragraph 1 c (new)**

Text proposed by the Commission

Amendment

1c. The Commission shall consider possible amendments to this Regulation with regards to regulatory simplification. The Commission and the competent authorities shall continuously adapt to best practice administrative procedures and take all measures to simplify the enforcement of this Regulation, thereby keeping the administrative burden on ship owners, operators, ports and verifiers to a minimum.

Amendment 75

**Proposal for a regulation
Article 28 a (new)**

Text proposed by the Commission

Amendment

Article 28a

***Compensatory regulatory reduction
The Commission shall present, by 1 January 2024, , proposals in line with its communication on the application of the “one in, one out” principle offsetting the regulatory burden introduced by this Regulation, through the revision or abolishment of provisions in other Union legislative acts that generate compliance***

costs in the maritime sector.

Or. en

Amendment 76

Proposal for a regulation

Annex I – paragraph 1 – table 2 – row 17 a new

Text proposed by the Commission

Amendment

M_{ijA}	<i>Adjusted mass of the specific fuel i oxidized in consumer j [gFuel] due to sailing in ice conditions in the case of a ship in ice class IC, IB, IA or IA Super or an equivalent ice class and due to technical properties of a ship in ice class IA or IA Super or an equivalent ice class. The adjusted mass M_{ijA} is used in Equation (1) instead of the mass M_{ij} when appropriate.</i>
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Or. en

Amendment 77

Proposal for a regulation

Annex I – paragraph 2

Text proposed by the Commission

Amendment

In the case of fossil fuels, the default values in Annex II **shall** be used.

In the case of fossil fuels, the default values in Annex II **should** be used **unless actual values can be provided by means of laboratory testing or direct emissions measurements.**

Or. en

For further information on correspondence between ice classes, see HELCOM Recommendation 25/7 at <http://www.helcom.fi>

Amendment 78

Proposal for a regulation

Annex I – paragraph 4

Text proposed by the Commission

Amendment

The $[M_i]$ **mass** of fuel shall be determined using the amount reported in accordance with the framework of the reporting under Regulation (EU) 2015/757 for voyages

The **mass** $[M_i]$ of fuel shall be determined using the amount reported in accordance with the framework of the reporting under Regulation (EU) 2015/757 for voyages

falling within the scope of this Regulation based on the chosen monitoring methodology by the company.

falling within the scope of this Regulation based on the chosen monitoring methodology by the company. ***The adjusted mass of fuel $[M_{iA}]$ may be used instead of the mass of fuel $[M_i]$ for a ship in ice-class IC, IB, IA or IA Super or in an equivalent ice class. The adjusted mass $[M_{iA}]$ is defined in Annex Va.***

Or. en

Amendment 79

Proposal for a regulation Annex I – paragraph 13 – introductory part

Text proposed by the Commission

In case substitute sources of energy are installed on board, a reward factor for substitute sources of energy can be applied. In case of wind power such reward factor is determined as follow:

Amendment

In case substitute sources of energy are installed on board, a reward factor for substitute sources of energy can be applied. ***That reward factor can be applied to all types of fossil free energy generated on board, including but not limited to, wind energy.*** In case of wind power such reward factor is determined as follow:

Or. en

Amendment 80

Proposal for a regulation Annex I – paragraph 13 a (new)

Text proposed by the Commission

Amendment

In the case of other fossil free sources of energy, such reward factor is determined as follows:

<i>Reward factor for substitute sources of energy- FOSSIL FREE ($f_{FossilFree}$)</i>	$P_{FossilFree}$
	P_{Tot}
<i>0,99</i>	<i>0,1</i>
<i>0,97</i>	<i>0,2</i>
<i>0,95</i>	<i>$\geq 0,3$</i>

Or. en

Amendment 81

Proposal for a regulation

Annex I – subheading 8 – table – column 2 – row 2

Text proposed by the Commission

Default values shall be used as provided in Table 1 of this Regulation.

Amendment

Default values shall be used as provided in Table 1 of this Regulation ***unless actual values can be provided by means of laboratory testing or direct emissions measurements.***

Or. en

Amendment 82

Proposal for a regulation

Annex II – paragraph 2 a (new)

Text proposed by the Commission

The emission factors for any kind of fuel can alternatively be determined based on actual values certified by means of laboratory testing or direct emissions measurements.

Or. en

Amendment 83

Proposal for a regulation Annex II – paragraph 7

Text proposed by the Commission

Column 4 contains the CO_{2eq} emissions values in [gCO_{2eq}/MJ]. For fossils fuels **only** the default values in the table shall be used. For all other fuels, (except were expressly indicated), values shall be calculated by using the methodology or the default values as per in Directive (EU) 2018/2001 deducted of the combustion emissions considering full oxidation of the fuel³³.

³³ Reference is made to Directive (EU) 2018/2001, Annex V.C.1.(a) to the term e_u ‘emissions from the fuel in use’.

Amendment

Column 4 contains the CO_{2eq} emissions values in [gCO_{2eq}/MJ]. For fossils fuels the default values in the table shall be used **unless actual values can be provided by means of laboratory testing or direct emissions measurements**. For all other fuels, (except were expressly indicated), values shall be calculated by using the methodology or the default values as per in Directive (EU) 2018/2001 deducted of the combustion emissions considering full oxidation of the fuel³³.

³³ Reference is made to Directive (EU) 2018/2001, Annex V.C.1.(a) to the term e_u ‘emissions from the fuel in use’.

Or. en

Amendment 84

Proposal for a regulation Annex III – table – row 4

Text proposed by the Commission

On-board Electricity production from wind and solar energy	Any ship that is capable to sustain energy needs at berth through the use of wind and solar energy.
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Amendment

On-board Electricity production from wind, solar and/or other fossil free sources of energy	Any ship that is capable to sustain energy needs at berth through the use of wind, solar and/or other fossil free sources of energy.
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Or. en

Amendment 85

Proposal for a regulation Annex V a (new)

Text proposed by the Commission

Amendment

ANNEX Va

CALCULATION OF ADJUSTED MASS OF FUEL IS APPLIED

First, this Annex describes how to calculate the adjusted mass of fuel using the additional energy due to technical characteristics of a ship in ice class IA or IA Super or in an equivalent ice class^{1a} and the additional energy used by a ship in ice class IC, IB, IA or IA Super or in an equivalent ice class due to sailing in ice conditions. Second, it describes how to calculate the additional energies.

Adjusted mass [M_{iA}]

The [M_{iA}] adjusted mass of fuel is calculated on the basis of the additional energy used for sailing in ice conditions and the additional energy used due to technical properties of a ship in ice class IA or IA Super or in an equivalent ice class. The company may choose to which fuel i the additional energy is allocated. The selected fuel i must be one of the fuels that the ship has consumed during the reporting period. The amount of the energy corresponding to the consumed mass of the fuel i may be lower than the amount of the additional energy.

The [M_{iA}] adjusted mass of fuel i is calculated as follows

$$M_{iA} = M_{i\text{ total}} - M_{i\text{ additional due to ice class}} - M_{i\text{ additional due to ice conditions}}, \quad (\text{Ax.1})$$

where $M_{i\text{ total}}$ denotes the total mass of fuel i , $M_{i\text{ additional due to ice class}}$ the mass of fuel due to additional energy consumption of a ship in ice class IA or IA Super or in an equivalent ice class and $M_{i\text{ additional due to ice conditions}}$ the mass of fuel due to additional energy consumption due to sailing in ice conditions.

The mass of fuel i representing the additional energy consumption due to the technical characteristics of a ship in ice class IA or IA Super or in an equivalent ice class is calculated with

$$M_{i\text{ additional due to ice class}} = \frac{E_{\text{additional due to ice class}}}{LCV_i}, \quad (\text{Ax.2})$$

where $E_{\text{additional due to ice class}}$ is the additional energy consumption due to the technical characteristics of a ship in ice class IA or IA Super or in an equivalent ice class and LCV_i is the lower caloric value of the fuel i .

Similarly, the mass of fuel due to additional energy consumption due to sailing in ice conditions is calculated using

$$M_{i\text{ additional due to ice conditions}} = \frac{E_{\text{additional due to ice conditions}}}{LCV_i}, \quad (\text{Ax.3})$$

where $E_{\text{additional due to ice conditions}}$ is the additional energy consumption due to sailing in ice

conditions.

Additional energy due to ice class and due to sailing in ice conditions

The additional energy consumption due to the technical characteristics of a ship in ice class IA or IA Super or in an equivalent ice class is calculated as follows

$$E_{\text{additional due to ice class}} = 0.05 \times (E_{\text{voyages, total}} - E_{\text{additional due to ice conditions}}), \quad (\text{Ax.4})$$

where $E_{\text{voyages, total}}$ denotes the total energy consumed for all voyages and $E_{\text{additional due to ice conditions}}$ additional energy consumption due to sailing in ice conditions.

The total energy consumed for all voyages is calculated using

$$E_{\text{voyages, total}} = \sum_{i=1}^{n \text{ fuel}} M_{i, \text{voyages, total}} \times LCV_i + E_{\text{elect., voyages, total}} \quad (\text{Ax.5})$$

where $M_{i, \text{voyages, total}}$ denotes the mass of fuel i consumed for all voyages within the scope of the regulation, LCV_i the lower calorific value of fuel i and $E_{\text{elect., voyages, total}}$ the amount of the electricity delivered to the ship consumed for all voyages.

The mass of fuel i $M_{i, \text{voyages, total}}$ consumed for all voyages within the scope of the regulation is calculated with

$$M_{i, \text{voyages, total}} = M_{i, \text{voyages between MS}} + 0.5 \cdot (M_{i, \text{voyages from MS}} + M_{i, \text{voyages to MS}}), \quad (\text{Ax.6})$$

where $M_{i, \text{voyages between MS}}$ denotes the aggregated mass of fuel consumed during all voyages between ports under a Member State's jurisdiction, $M_{i, \text{voyages from MS}}$ the aggregated mass of fuel consumed during all voyages which departed from ports under a Member State's jurisdiction and $M_{i, \text{voyages to MS}}$ the aggregated mass of fuel consumed during voyages to ports under a Member State's jurisdiction. The consumed amount of the electricity delivered to the ship $E_{\text{elect., voyages total}}$ can be calculated in the same way.

The additional energy consumption due to sailing in ice conditions is calculated as follows

$$E_{\text{additional due to ice conditions}} = E_{\text{voyages, total}} - E_{\text{voyages, open water}} - E_{\text{voyages, ice conditions, adjusted}} \quad (\text{Ax.7})$$

where $E_{\text{voyages, open water}}$ denotes the energy consumed on voyages in open water and $E_{\text{voyages, ice conditions, adjusted}}$ the adjusted energy consumed in ice conditions.

The energy consumed for voyages that include sailing in open water only is calculated as follows

$$E_{\text{voyages, open water}} = E_{\text{voyages, total}} - E_{\text{voyages, ice conditions}} \quad (\text{Ax.8})$$

where $E_{\text{voyages, ice conditions}}$ denotes energy consumed for sailing in ice conditions, which is calculated as follows

$$E_{\text{voyages, ice conditions}} = \sum_{i=1}^{n \text{ fuel}} M_{i, \text{voyages, ice conditions}} \times LCV_i + E_{\text{elect., ice conditions}} \quad (\text{Ax.9})$$

where $M_{i, \text{voyages, ice conditions}}$ denotes the mass of fuel i consumed for sailing in ice conditions and $E_{\text{elect., voyages, total}}$ denotes the amount of the electricity delivered to the ship consumed when sailing in ice conditions.

The mass of fuel i consumed for sailing in ice conditions is defined as follows

$$M_{i, \text{voyages, ice cond.}} = M_{i, \text{voyages between MS, ice cond.}} + 0.5 \cdot (M_{i, \text{voyages from MS, ice cond.}} + M_{i, \text{voyages to MS, ice cond.}}), \quad (\text{Ax.10})$$

where $M_{i, \text{voyages between MS, ice cond.}}$ denotes the aggregated mass of fuel consumed by an ice-classed ship when sailing in ice conditions between ports under a Member State's jurisdiction, $M_{i, \text{voyages from MS}}$ the aggregated mass of fuel consumed by an ice-classed ships when sailing in ice conditions during all voyages which departed from ports under a Member State's jurisdiction and $M_{i, \text{voyages to MS}}$ the aggregated mass of fuel consumed by an ice-class ship when sailing in ice conditions during voyages to ports under a Member State's jurisdiction. The consumed amount of the electricity delivered to the ship E_{ice} conditions can be calculated in the same way.

The adjusted energy consumed in ice conditions is calculated using

$$E_{\text{voyages, ice conditions, adjusted}} = D_{\text{ice conditions}} \times \left(\frac{E}{D}\right)_{\text{open water}} \quad (\text{Ax.11})$$

with the distance travelled when sailing in ice conditions $D_{\text{ice conditions}}$ and energy consumption per distance travelled in open water $\left(\frac{E}{D}\right)_{\text{open water}}$.

The distance travelled when sailing in ice conditions $D_{\text{ice conditions}}$ is calculated as follows

$$D_{\text{ice cond.}} = D_{\text{voyages between MS, ice cond.}} + 0.5 \cdot (D_{\text{voyages from MS, ice cond.}} + D_{\text{voyages to MS, ice cond.}}), \quad (\text{Ax.12})$$

where $D_{\text{voyages between MS, ice cond.}}$ denotes the aggregated distance travelled when sailing in ice conditions between ports under a Member State's jurisdiction, $D_{\text{voyages from MS}}$ the aggregated distance when sailing in ice conditions during all voyages which departed from ports under a Member State's jurisdiction and $D_{\text{voyages to MS}}$ the aggregated distance when sailing in ice conditions during voyages to ports under a Member State's jurisdiction.

The latter is defined as follows:

$$\left(\frac{E}{D}\right)_{\text{open water}} = \frac{E_{\text{voyages, total}} - E_{\text{voyages, ice conditions}}}{D_{\text{total}} - D_{\text{ice conditions}}}, \quad (\text{Ax.13})$$

where $E_{\text{voyages, ice conditions}}$ denotes the energy consumption when sailing in ice conditions and D_{total} the total annual distance travelled.

The total annual distance travelled is calculated as follows

$$D_{\text{total}} = D_{\text{voyages between MS}} + 0.5 \cdot (D_{\text{voyages from MS}} + D_{i, \text{voyages to MS}}), \quad (\text{Ax.14})$$

where $D_{\text{voyages between MS}}$ denotes the aggregated distance travelled between ports under a Member State's jurisdiction, $D_{\text{voyages from MS}}$ the aggregated distance travelled during all voyages which departed from ports under a Member State's jurisdiction and $D_{\text{voyages to MS}}$ the aggregated distance travelled during voyages to ports under a Member State's jurisdiction.

^{1a} For further information on correspondence between ice classes, see HELCOM Recommendation 25/7 at <http://www.helcom.fi>.

EXPLANATORY STATEMENT

Background

The draft Regulation on the use of renewable and low-carbon fuels in maritime transport (FuelEU Maritime) is an integral part of the Fit for 55 package. The proposal by the Commission establishes a common EU framework to increase the development, production and use of low-carbon fuels in shipping. The proposal lays down a technology neutral emission reduction trajectory that forces ship owners and operators to gradually reduce emissions from their vessels. The proposal also establishes a requirement for ships to connect to on-shore power supply in certain situations in order to limit harmful air pollution.

Economic context of the proposal

Maritime transport accounts for around 75% of EU external trade and 31% of EU internal trade in terms of volume. 400 million passengers embark or disembark annually in ports of Member States, including around 14 million on cruise ships. Maritime transport is therefore an essential component of Europe's transport system and plays a critical role for the European economy.

In order for the maritime sector to contribute to overall decarbonisation efforts, new fuels and propulsion technologies need to be deployed and the sector has far-reaching ambitions in this regard. It is nevertheless both complicated and expensive to make the transition happen. Fuel costs make up between 35 % and 53 % of the total operating cost in shipping. The proposed regulation would significantly increase fuel prices and thus have a major impact on total shipping costs. Furthermore, the Rapporteur stresses that added costs in the transport phase passes on to the manufacturing and retail phases, ultimately hitting consumers. The economic burdens will be felt hardest by low-margin industries and low-income households, which calls for compensatory actions to keep transport freight rates down and safeguard people's purchasing power. The Rapporteur proposes an obligation for the Commission to present measures offsetting the new compliance costs introduced, in order to prevent the total level of regulatory burden from increasing.

Scope and level of ambition

The Commission's emission reduction trajectory targets ships above 5000 gross tonnes and encompasses 100% of their intra-EU voyages and 50% of their voyages between EU ports and ports located in third countries. The Rapporteur supports the level of ambition proposed by the Commission, as well as the ship type and geographical scope. The maritime sector's intrinsic global character underlines the importance of a level playing field where rules apply irrespective of a ship's flag state. Seeking international solutions that apply equally across the globe will be key to achieving the major emission reductions necessary. The Rapporteur sees this Regulation as an important tool to fast-forward negotiations within the International Maritime Organization (IMO) on global greenhouse gas standards and to spur a behavioural change in terms of uptake of low-carbon and renewable fuels among maritime operators acting in European seas and calling on EU ports.

Given that the Regulation is the first of its kind, with a risk of unknown side effects, the

Rapporteur believes that focus should be on the largest actors, which generate the lion's share of emissions, while preventing the compliance costs from hitting the smallest shipping companies. Clear review clauses will however be included in the Regulation in order to monitor whether there are overriding reasons to change the scope, not least in case the IMO adopts binding global GHG standards. In that case, the Rapporteur suggests that the rules should be fully streamlined to remove any competitive disadvantage for European shipping companies.

Calculation of emission factors and compliance

The Regulation provides tables with default reference values for the calculation of emission factors for fuels from well-to-tank and from tank-to-wake. These default values should, depending on the fuel mix bunkered by a vessel, constitute the basis for determining a ship's compliance or non-compliance. The Rapporteur suggests that the use of default values laid down in the annexes should be complemented by the possibility for a ship owner or operator to use real values for well-to-tank and tank-to-wake emissions provided that the actual values are certified by means of laboratory testing or direct emissions measurements. The default values can then help avoid lengthy and bureaucratic testing procedures for the vast majority of owners and operators, while those that are frontrunners in terms of technological development and low-carbon propulsion can be rewarded if they outperform the default values.

On-shore power supply

Stimulating the use of on-shore power supply (OPS) when vessels are at berth can remedy harmful local air pollutants and be one among many measures to reduce the maritime sector's carbon footprint. FuelEU Maritime's sister-Regulation, the Alternative Fuels Infrastructure Regulation (AFIR), lays down provisions on ports to provide the opportunity to connect, while FuelEU Maritime imposes on ship owners and operators to use these connections when at berth. The respective provisions in these two Regulations must be completely streamlined to avoid stranded assets and to ensure that investments are made where reasonable and effective. The Rapporteur proposes that the obligation to connect to OPS supply should apply to ships calling on ports falling inside the scope of AFIR and not on all EU ports, in order to safeguard the competitiveness of smaller non-TEN-T ports and avoid dramatic redistributions of traffic that would damage the connectivity and economic standing of regions dependent on such ports. The Rapporteur sees a need to lower the economic threshold for the deployment and use of OPS, through a permanent tax exemption on electricity supplied through OPS.

Conclusion

The Rapporteur shares the ambition to decarbonise maritime transport and appreciates the technology neutral approach proposed by the Commission, which will ensure that stakeholders in the sector can deploy the most efficient solutions without political micromanagement. The flag neutral approach and extra-EU scope increase chances of achieving an international solution within the IMO. The Rapporteur reiterates that Europe's global competitiveness must be safeguarded and that recurring report and review procedures will be paramount to identify possible undesirable consequences and prevent carbon, investment and job leakage. The Rapporteur underlines that emission limits must be phased in gradually, in a pace that allows stakeholders to adapt in a cost effective way, ensuring decarbonisation at a price that is bearable for consumers.

**ANNEX: LIST OF ENTITIES OR PERSONS
FROM WHOM THE RAPPORTEUR HAS R**

ECEIVED INPUT

Clean Air Task Force
CLECAT
Costa Group
Cruise Lines Industry Association (CLIA)
D'Amico Shipping Group
Danish Shipowners' Association
DFDS
EU-kommissionens generaldirektorat för klimat (GD CLIMA)
EU-kommissionens generaldirektorat för transporter (GD MOVE)
Eurogas
European Biodiesel Board
European Community Shipowners' Association
European Energy Forum
European Sea Ports Organisation
European Transport Workers' Federation
Feport
Finlands EU-representation
Finlands miljödepartement
Finlands transport- och kommunikationsdepartement
Finnish Shipowners' Association
FuelsEurope
Future Proof Shipping
Gas Infrastructure Europe
Gasum
GoodFuels
Grimaldi Group
Hydrogen Europe
International Shipowners' Association of Portugal
Kongsberg Maritime
Liquid Wind
Maersk
Methanol Institute
MSC Group
Nederländernas EU-representation
Norges EU-representation
Norges miljödepartement
North Sea Port
Port of Rotterdam
Research Institutes of Sweden (RISE)
Rina Services
Scandlines

Sea Europe (Shipyards and Maritime Equipment Association)
Sea-LNG
Siemens Energy
Skogsindustrierna
Stena
Svensk Sjöfart
Sveriges EU-representation
Tärntank Rederi Donsö
Teneo
Tjeckiens EU-representation
Trafigura
Transport & Environment
Wärtsilä
World Shipping Council
X Shore Electric Boats
Yara