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NOTE

From: General Secretariat of the Council
To: Permanent Representatives Committee/Council

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480 final

Subject: Proposal for a Regulation of the European Parliament and of the Council
on the monitoring, reporting and verification of carbon dioxide emissions
from maritime transport and amending Regulation (EU) No 525/2013
- Political agreement
= Statements

STATEMENT BY THE HELLENIC REPUBLIC

1. The Hellenic Republic considers that the text of the final agreement on the Proposal for a Regulation of the European Parliament and of the Council on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport and amending Regulation (EU) No 525/2013 fails to take fully under consideration concrete practices of the global shipping industry and, to that extent, it is rather questionable as to its suitability to achieve the desired purpose, namely the facilitation of the development of international rules within the IMO for the monitoring, reporting and verification of CO₂ emissions from international transport.

2. We consider that not all data required for each ship to be monitored and reported are relevant for the purpose of monitoring, reporting and verifying CO2 emissions from ships, thus increasing the administrative burden and costs for both the flag States and the shipowners with no evident benefit to the marine environment. For these reasons, Greece has, from the beginning of the deliberations for the proposed Regulation, supported that the focus should be on the collection of data from ships' fuel consumption in combination with distance travelled, i.e. data already available on ships.
3. In addition, the Hellenic Republic is not convinced about the proportionality and added value of publishing commercially sensitive data, especially those related to “transport work” and “cargo carried”, taking especially into account that ships operate in an environment subject to many variables which are not under the control of any party and influence their performance.
4. Furthermore, we still consider that the technical parts of the proposed Regulation have not been given the necessary consideration and sufficient time for elaboration, in order to enable the development of an MRV system which shall be workable both for the industry and for the authorities.
5. At the same time, the Hellenic Republic questions the added value of the proposed EU MRV system, as included in the text of the final agreement, to serve as a model and promote the adoption of a global system, given that the ongoing discussions within the IMO follow a less complex and easy to implement approach towards the development of a global data collection system for fuel consumption of ships. It is of significant importance to ensure that, as soon as an international system is established through the IMO, the Regulation is reviewed, in order to be fully aligned to the global system.

Bearing in mind the above, the Hellenic Republic is not in a position to consent to the final agreement on the proposed Regulation.

STATEMENT BY CYPRUS

Cyprus had clearly expressed preference for a broadly agreed international monitoring, reporting and verification (MRV) system under the aegis of the International Maritime Organization (IMO). Within this context we also conveyed our view that an appropriately structured EU-level MRV regime could be acceptable. Our support was conditional on the mechanism being efficient and not distorting competition. Unfortunately, we have serious concern that certain provisions included in the text of the proposed Regulation, to be adopted, are problematic and the specificities of the maritime sector are not adequately taken into account.

In particular Cyprus believes that the provisions included in Article 21 of the Regulation that are related to the publication of information relevant to the energy efficiency of ships will result in distortionary competitive effects. Also, the information to be published regarding the energy efficiency of ships are not uniformly comparable and thus will lead to inappropriate conclusions and affect the market and the decision making for new rules.

Another important issue that will be generated by the publication of information relevant to the energy efficiency of ships is the disclosure of commercially sensitive operational information such as the ships' fuel consumption, volume of cargo handled, and distance travelled.

Cyprus, therefore, is not in a position to consent to the adoption of the Regulation.

STATEMENT BY THE COMMISSION

The Commission underlines that it is contrary to the letter and to the spirit of Regulation 182/2011 (OJ L 55 of 28.2.2011, p. 13) to invoke Article 5, paragraph 4, second subparagraph, point (b) in a systematic manner. Recourse to this provision must respond to a specific need to depart from the rule of principle which is that the Commission may adopt a draft implementing act when no opinion is delivered. Given that it is an exception to the general rule established by Article 5, paragraph 4, recourse to second subparagraph, point (b) cannot be simply seen as a "discretionary power" of the Legislator, but must be interpreted in a restrictive manner and thus must be justified.
