



2026/0210(COD)

30.9.2026

DRAFT OPINION

of the Committee on Transport and Tourism

for the Committee on the Environment, Climate and Food Safety

on the proposal for a regulation of the European Parliament and of the Council amending Regulations (EU) 2015/757 and (EU) 2023/1805 to simplify and streamline monitoring, reporting and verification and to align with revisions of the EU Emissions Trading System
(COM(2026)0620 – C10-0190/2026 – 2026/0210(COD))

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SHORT JUSTIFICATION

This opinion supports the simplification resulting from the creation of a single monitoring, reporting and verification system for the EU ETS and FuelEU Maritime. However, this streamlining must not lead to an insufficiently assessed extension of the scope of the MRV Regulation or disregard the specific characteristics of certain maritime activities.

The proposal to revise the maritime EU ETS provides for its extension to several categories of ships between 400 and 5 000 gross tonnage. In preparation for their inclusion, the Commission also proposes to extend the MRV framework from 2029, notably to oil tankers, chemical tankers, gas carriers, LNG carriers, ro-pax ships and passenger ships. However, the extension of the EU ETS is not supported by a sufficiently detailed impact assessment. It could impose disproportionate costs on small operators and SMEs, encourage carbon leakage to third-country ports and lead to a modal shift from maritime to road transport. No new category of ships below 5 000 gross tonnage should therefore be added before the current system has been comprehensively evaluated.

The framework applicable to offshore ships must also better reflect the diversity of their operational profiles. Their inclusion in the EU ETS from 2027 would precede the application, planned for 2029, of the revised activity-based MRV framework. The current parameters, particularly those relating to distance travelled, cargo carried and transport work, are not suited to operations characterised by dynamic positioning, standby periods, anchoring or the use of specialised equipment. The inclusion of offshore ships in the EU ETS should therefore be suspended, at the very least, until the new activity-based MRV framework and the corresponding rules are fully operational.

Finally, maritime decarbonisation must contribute to strengthening Europe's industrial base. As large a share as possible of the EU ETS revenues generated by the maritime sector should be reinvested across its entire value chain, notably in sustainable fuels, ports, shipyards, maritime equipment, clean shipbuilding and fleet conversion. Wherever possible, support financed by those revenues should comply with European preference criteria ("Made in Europe"), as well as resilience and sustainability criteria, in order to support the Union's industrial capacity, skilled jobs and security of supply.

Europe's maritime transition must be based on rules that reflect operational realities and turn decarbonisation investment into industrial capacity, technologies and high-quality jobs in Europe.

Our sovereignty depends on it.

AMENDMENTS

The Committee on Transport and Tourism submits the following to the Committee on the Environment, Climate and Food Safety, as the committee responsible:

Amendment 1

Proposal for a regulation Recital 12

Text proposed by the Commission

(12) To increase the environmental effectiveness of the MRV system, and to ensure a level playing field and reduce the risk of circumvention, oil tankers, chemical tankers, gas carriers, LNG carriers, Ro-Pax ships, and passenger ships below 5 000 gross tonnage but not below 400 gross tonnage should be included in Regulation (EU) 2015/757 from 2029.

Amendment

deleted

Or. en

Amendment 2

Proposal for a regulation Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) The extension of the monitoring, reporting and verification obligations to additional categories of ships between 400 and 5 000 gross tonnage, as a preliminary step towards their possible inclusion in the EU ETS, has not been supported by a sufficiently detailed impact assessment. Such an extension risks imposing disproportionate administrative and compliance costs on small operators and SMEs, while the effects of the maritime EU ETS, which has applied only since 2024, cannot yet be fully assessed. Any extension of the MRV scope should therefore be considered only after the existing system has been thoroughly evaluated and its monitoring and reporting parameters appropriately revised.

Or. en

Amendment 3

Proposal for a regulation Recital 13 b (new)

Text proposed by the Commission

Amendment

(13b) The specific and diverse operational profiles of offshore ships should be duly taken into account. Certain specialised technical and industrial activities should be excluded from the offshore scope, as their emissions arise primarily from dynamic positioning and the operation of specialised equipment rather than from the distance travelled. In the absence of an appropriate methodology allowing those emissions to be measured in a reliable and comparable manner, their inclusion would be disproportionate. The relevant MRV parameters should therefore be revised before emissions from such activities are included in the aggregated emissions reported for the purposes of Directive 2003/87/EC.

Or. en

Amendment 4

Proposal for a regulation Recital 16

Text proposed by the Commission

Amendment

(16) It is necessary to ensure the effective functioning of the single monitoring, reporting and verification system for EU ETS and FuelEU Maritime and to take into account the inclusion of greenhouse gas emissions from, and the energy used by ***specific categories of*** ships below 5 000 gross tonnage but not below 400 gross tonnage and of ships performing or supporting offshore operations, within the scope of Regulation (EU) 2015/757. In this regard, the power to adopt acts in accordance with Article 290 TFEU should

(16) It is necessary to ensure the effective functioning of the single monitoring, reporting and verification system for EU ETS and FuelEU Maritime and to take into account the inclusion of greenhouse gas emissions from, and the energy used by ***general cargo*** ships below 5 000 gross tonnage but not below 400 gross tonnage and of ships performing or supporting offshore operations, within the scope of Regulation (EU) 2015/757. In this regard, the power to adopt acts in accordance with Article 290 TFEU should

be delegated to the Commission in respect of the monitoring methods and rules and the reporting rules for emissions covered by Regulation (EU) 2015/757, as well as for any other relevant information set out in that Regulation. Moreover, to take into account the establishment of a single MRV system for FuelEU and EU ETS, the delegations in Article 5(2) of Regulation (EU) 2015/757 should be extended to cover the review of certain technical aspects of monitoring of greenhouse gas emissions and energy use to take account of relevant international rules and international standards, Union legal acts in the field of energy, as well as technological and scientific developments. To take into account the inclusion of greenhouse gas emissions from and energy used by **specific categories of** ships below 5 000 gross tonnage but not below 400 gross tonnage and of ships performing or supporting offshore operations, the delegations provided for in Article 5(3), and 11(4) of Regulation (EU) 2015/757 should be extended to cover the monitoring and reporting rules applying to these vessels. 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 of 13 April 2016 on Better Law-Making⁵. 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.

⁵ OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2016/512/oj.

be delegated to the Commission in respect of the monitoring methods and rules and the reporting rules for emissions covered by Regulation (EU) 2015/757, as well as for any other relevant information set out in that Regulation. Moreover, to take into account the establishment of a single MRV system for FuelEU and EU ETS, the delegations in Article 5(2) of Regulation (EU) 2015/757 should be extended to cover the review of certain technical aspects of monitoring of greenhouse gas emissions and energy use to take account of relevant international rules and international standards, Union legal acts in the field of energy, as well as technological and scientific developments. To take into account the inclusion of greenhouse gas emissions from and energy used by **general cargo** ships below 5 000 gross tonnage but not below 400 gross tonnage and of ships performing or supporting offshore operations, the delegations provided for in Article 5(3), and 11(4) of Regulation (EU) 2015/757 should be extended to cover the monitoring and reporting rules applying to these vessels. 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 of 13 April 2016 on Better Law-Making⁵. 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.

⁵ OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2016/512/oj.

Amendment 5

Proposal for a regulation Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) Revenues generated from the auctioning of allowances in respect of maritime transport activities should be reinvested in the decarbonisation, competitiveness and resilience of the maritime sector within the EU. Public support financed from those revenues should cover the maritime value chain as a whole, including shipping companies, ports, shipyards, maritime equipment manufacturers and producers and suppliers of renewable and low-carbon maritime fuels. Such support should, where applicable, comply with the “Made in Europe” and low-carbon preference conditions established under Regulation (EU) .../... [Industrial Accelerator Act], with a view to strengthening industrial capacity, skilled employment, technological leadership and security of supply in the Union.

Or. en

Amendment 6

Proposal for a regulation Article 1 – paragraph 1 – point 3 – point e Regulation (EU) 2015/757 Article 2 – paragraph 1d

Text proposed by the Commission

Amendment

(e) the following paragraph 1d is inserted:

deleted

‘1d. This Regulation shall also apply to ships below 5 000 gross tonnage but not below 400 gross tonnage that belong to

the following categories of ships:

- (a) oil tankers;*
- (b) chemical tankers;*
- (c) gas carriers;*
- (d) LNG carriers;*
- (e) ro-pax ships;*
- (f) passenger ships.*

This paragraph shall apply in respect of the greenhouse gas emissions released and the energy used during these ships' voyages for transporting passengers and cargo for commercial purposes from their last port of call to a port of call under the jurisdiction of a Member State and from a port of call under the jurisdiction of a Member State to their next port of call, as well as within ports of call under the jurisdiction of a Member State.; '

Or. en

Amendment 7

Proposal for a regulation

Article 1 – paragraph 1 – point 7 – point b

Regulation (EU) 2015/757

Article 5 – paragraph 2

Text proposed by the Commission

2. The Commission is empowered to adopt delegated acts in accordance with Article 23 of this Regulation to amend Annexes I and II to this Regulation, in order to take into account the inclusion of CH₄ and N₂O emissions, as well as the inclusion of greenhouse gas emissions from ships performing or supporting offshore operations, within the scope of this Regulation, in accordance with Article 2(1aa) **and** Article 2(1b), of this Regulation, and amendments to Directive 2003/87/EC, as well as to align Annexes I and II to this Regulation with the implementing acts adopted under Article 14(1) of Directive 2003/87/EC, with

Amendment

2. The Commission is empowered to adopt delegated acts in accordance with Article 23 of this Regulation to amend Annexes I and II to this Regulation, in order to take into account the inclusion of CH₄ and N₂O emissions, as well as the inclusion of greenhouse gas emissions from ships performing or supporting offshore operations, within the scope of this Regulation, in accordance with Article 2(1aa), Article 2(1b) **and Article 2(1ba)** of this Regulation, and amendments to Directive 2003/87/EC, as well as to align Annexes I and II to this Regulation with the implementing acts adopted under Article 14(1) of Directive 2003/87/EC,

relevant international rules and with international and European standards. The Commission is also empowered to adopt delegated acts in accordance with Article 23 of this Regulation to amend Annexes I and II to this Regulation in order to further develop the elements of the monitoring methods set out therein, including the emission factors, in the light of technological and scientific developments and in order to ensure the effective operation of the EU Emissions Trading System (EU ETS) established pursuant to Directive 2003/87/EC and FuelEU Maritime established pursuant to Regulation (EU) 2023/1805 and consistency with future international standards or Union legal acts in the field of energy, in accordance with the best available scientific and technical knowledge.

with relevant international rules and with international and European standards. The Commission is also empowered to adopt delegated acts in accordance with Article 23 of this Regulation to amend Annexes I and II to this Regulation in order to further develop the elements of the monitoring methods set out therein, including the emission factors, in the light of technological and scientific developments and in order to ensure the effective operation of the EU Emissions Trading System (EU ETS) established pursuant to Directive 2003/87/EC and FuelEU Maritime established pursuant to Regulation (EU) 2023/1805 and consistency with future international standards or Union legal acts in the field of energy, in accordance with the best available scientific and technical knowledge.

Or. en

Amendment 8

Proposal for a regulation

Article 1 – paragraph 1 – point 7 – point b

Regulation (EU) 2015/757

Article 5 – paragraph 3

Text proposed by the Commission

3. The Commission is empowered to adopt delegated acts in accordance with Article 23 to amend Annexes I and II in order to take into account the inclusion of greenhouse gas emissions from **categories of** ships below 5 000 gross tonnage within the scope of this Regulation, in accordance with **Articles 2(1a) and 2(1d)**, including to provide for simplified monitoring requirements.

Amendment

3. The Commission is empowered to adopt delegated acts in accordance with Article 23 to amend Annexes I and II in order to take into account the inclusion of greenhouse gas emissions from **general cargo** ships below 5 000 **gross tonnage but not below 400** gross tonnage within the scope of this Regulation, in accordance with **Article 2(1a)**, including to provide for simplified monitoring requirements.

Or. en

Amendment 9

Proposal for a regulation

Article 1 – paragraph 1 – point 8 – point g

Regulation (EU) 2015/757

Article 6 – paragraph 9

Text proposed by the Commission

9. The Commission is empowered to adopt delegated acts in accordance with Article 23 to amend Articles 6 to 10 as regards the rules contained in those Articles for monitoring plans, to take into account the inclusion of greenhouse gas emissions and energy used from **categories of** ships below 5 000 gross tonnage within the scope of this Regulation, in accordance with Article 2(1a) **and Article 2(1d)**, including to provide for simplified monitoring requirements, and to take into account the inclusion of greenhouse gas emissions and energy used from ships performing or supporting offshore operations, within the scope of this Regulation, in accordance with Article 2(1aa) **and** Article 2(1b).;

Amendment

9. The Commission is empowered to adopt delegated acts in accordance with Article 23 to amend Articles 6 to 10 as regards the rules contained in those Articles for monitoring plans, to take into account the inclusion of greenhouse gas emissions and energy used from **general cargo** ships below 5 000 **gross tonnage but not below 400** gross tonnage within the scope of this Regulation, in accordance with Article 2(1a), including to provide for simplified monitoring requirements, and to take into account the inclusion of greenhouse gas emissions and energy used from ships performing or supporting offshore operations, within the scope of this Regulation, in accordance with Article 2(1aa), Article 2(1b) **and Article 2(1ba)**.

Or. en

Amendment 10

Proposal for a regulation

Article 1 – paragraph 1 – point 14 – point d

Regulation (EU) 2015/757

Article 11 – paragraph 4

Text proposed by the Commission

4. The Commission is empowered to adopt delegated acts in accordance with Article 23 to amend Articles 11, 11a and 12 concerning the rules for reporting to take into account the inclusion of greenhouse gas emissions and energy used from **categories of** ships below 5 000 gross tonnage, within the scope of this Regulation, in accordance with Article 2(1a) **and Article 2(1d)**, including to

Amendment

4. The Commission is empowered to adopt delegated acts in accordance with Article 23 to amend Articles 11, 11a and 12 concerning the rules for reporting to take into account the inclusion of greenhouse gas emissions and energy used from **general cargo** ships below 5 000 **gross tonnage but not below 400** gross tonnage, within the scope of this Regulation, in accordance with Article

provide for simplified reporting requirements, and to take into account the inclusion of greenhouse gas emissions and energy used from ships performing or supporting offshore operations, within the scope of this Regulation, in accordance with Article 2(1aa) **and** Article 2(1b).;

2(1a), including to provide for simplified reporting requirements, and to take into account the inclusion of greenhouse gas emissions and energy used from ships performing or supporting offshore operations, within the scope of this Regulation, in accordance with Article 2(1aa), Article 2(1b) **and Article 2(1ba)**.

Or. en

Amendment 11

Proposal for a regulation

Article 1 – paragraph 1 – point 27 – point c

Regulation (EU) 2015/757

Annex II – Part C – point 1.1 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

By way of derogation from the first paragraph, greenhouse gas emissions from ships below 5 000 gross tonnage referred to in Article 2(1a) and Article 2(1aa) shall not be included in the ship's total aggregated emissions of greenhouse gases reported under Directive 2003/87/EC. Until Article 2(1ba) and the delegated acts adopted pursuant to Articles 5(2), 6(9) and 11(4), insofar as they concern ships performing or supporting offshore operations, have become applicable, greenhouse gas emissions from offshore ships referred to in Article 2(1b) shall not be included in the ship's total aggregated emissions of greenhouse gases reported under Directive 2003/87/EC. From that date, the inclusion of greenhouse gas emissions attributable to the performance or support of offshore operations by ships of 5 000 gross tonnage and above shall be determined in accordance with Article 2(1ba). This shall be without prejudice to the monitoring, reporting and verification of those emissions in accordance with this Regulation.

Or. en

Justification

Ships below 5 000 gross tonnage should remain subject to MRV obligations, but their emissions should not be aggregated for EU ETS purposes. Offshore ships of 5 000 gross tonnage and above should also remain subject to MRV, but their inclusion in the EU ETS should be suspended until the revised activity-based MRV scope and the corresponding monitoring and reporting rules are operational, since the current parameters are not adapted to offshore activities.

Amendment 12

Proposal for a regulation

Article 3 – paragraph 2 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

By way of derogation from the second paragraph, Article 1, point (27)(c), as regards the second to fifth paragraphs of point 1.1 of Part C of Annex II to Regulation (EU) 2015/757, shall apply from the date of entry into force of this Regulation. .

Or. en

Justification

The provisions distinguishing the scope of MRV obligations from the emissions aggregated for EU ETS purposes should apply from the date of entry into force of this Regulation. This is necessary to prevent offshore ships from being subject to EU ETS obligations on the basis of monitoring and reporting parameters that are not adapted to their operational profiles.