THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 175(1) thereof,

Having regard to the proposal from the Commission (1),

Having regard to the Opinion of the European Economic and Social Committee (2),

After consulting the Committee of the Regions,

Acting in accordance with the procedure laid down in Article 251 of the Treaty (3),

Whereas:

(1) The Community’s environmental policy, as set out in the action programmes on the environment and, in particular, in the Sixth Community Environmental Action Programme adopted by Decision No 1600/2002/EC (4), on the basis of Article 174 of the Treaty, aims to achieve levels of air quality that do not give rise to unacceptable impacts on, and risks to, human health and the environment.


(3) Directive 1999/32/EC requires the Commission to consider what measures could be taken to reduce the contribution to acidification of the combustion of marine fuels other than marine gas oils and, if appropriate, make a proposal.

(4) Emissions from shipping due to the combustion of marine fuels with high sulphur content contribute to air pollution in the form of sulphur dioxide and particulate matter. This damages the environment through acidification and harms human health, property and cultural heritage, particularly around coastal areas and in ports.

(5) The measures in this Directive reducing emissions from shipping in international waters complement Member States’ national measures to comply with emissions ceilings for atmospheric pollutants set out in Directive 2001/81/EC (6).

(6) Reducing the sulphur content of fuels has certain advantages for ships, in terms of operating efficiency and maintenance costs, and facilitates the effective use of certain emission abatement technologies such as selective catalytic reduction.

(7) The Treaty requires that consideration be given to the special characteristics of the outermost regions of the Community, namely the French overseas departments, the Azores, Madeira and the Canary Islands.


(9) Annex VI to MARPOL makes provision for certain areas to be designated as Sulphur Oxide Emission Control Areas (hereinafter ‘SOx Emission Control Areas’). It already designates the Baltic Sea as such an area. Discussions within the International Maritime Organisation (IMO) have resulted in agreement on the principle of the designation of the North Sea, including the English Channel, as a SOx Emission Control Area following the entry into force of Annex VI.

(2) OJ C 208, 3.9.2003, p. 27.
(10) Enforcement of the obligations with regard to the sulphur content of marine fuels is necessary to achieve the aims of this Directive. Effective sampling and dissuasive penalties throughout the Community are necessary to ensure credible implementation of this Directive. Member States should take enforcement action with respect to vessels flying their flag and vessels while in their ports. It is also appropriate for Member States to cooperate closely to take additional enforcement action with respect to other vessels in accordance with international maritime law.

(11) To allow sufficient time for the maritime industry to enable technical adaptation to a maximum limit of 0.1 % sulphur by weight for marine fuels used by inland waterway vessels and ships at berth in Community ports, the date of application of this requirement should be 1 January 2010. Since this deadline might present technical problems to Greece, a temporary derogation is appropriate for some specific vessels operating within the territory of Greece.

(12) It is essential to reinforce Member States’ positions in IMO negotiations, in particular to promote, in the revision phase of Annex VI to MARPOL, the consideration of more ambitious measures as regards tighter sulphur limits for heavy fuel oils used by ships and the use of equivalent alternative emission abatement measures.

(13) In its resolution A.926(22), the IMO Assembly invited Governments, particularly those in regions where SOx Emission Control Areas have been designated, to ensure the availability of low sulphur bunker fuel oil in areas within their jurisdiction.

(14) The IMO has adopted guidelines for the sampling of fuel oil for determining compliance with Annex VI to MARPOL, and is due to develop guidelines on exhaust gas cleaning systems and other technological methods to limit SOx emissions in SOx Emission Control Areas.


(16) It is appropriate for the existing Committee on Safe Seas and the Prevention of Pollution from Ships established by Regulation (EC) No 2099/2002 (2) to assist the Commission in the context of the approval of emission abatement technologies.

(17) Emission abatement technologies, provided they have no adverse effect on ecosystems and are developed subject to appropriate approval and control mechanisms, can provide at least equivalent or even greater emissions reductions than using low sulphur fuel. It is essential that the correct conditions exist to promote the emergence of new emission abatement technologies.

(18) The European Maritime Safety Agency should provide assistance to the Commission and Member States, as appropriate, in monitoring the implementation of this Directive.

(19) The measures necessary for the implementation of this Directive should be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission (3).

(20) Directive 1999/32/EC should therefore be amended accordingly.

HAVE ADOPTED THIS DIRECTIVE:

Article 1

Directive 1999/32/EC is hereby amended as follows:

1) Article 1(2) shall be replaced by the following:

‘2. Reductions in emissions of sulphur dioxide resulting from the combustion of certain petroleum-derived liquid fuels shall be achieved by imposing limits on the sulphur content of such fuels as a condition for their use within Member States’ territory, territorial seas and exclusive economic zones or pollution control zones.

The limitations on the sulphur content of certain petroleum-derived liquid fuels as laid down in this Directive shall not, however, apply to:

(a) fuels intended for the purposes of research and testing;
(b) fuels intended for processing prior to final combustion;

(c) fuels to be processed in the refining industry;

(d) fuels used and placed on the market in the outermost regions of the Community provided that the relevant Member States ensure that, in those regions:

- air quality standards are respected;
- heavy fuel oils are not used if their sulphur content exceeds 3% by mass;

(e) fuels used by warships and other vessels on military service. However, each Member State shall endeavour to ensure, by the adoption of appropriate measures not impairing the operations or operational capability of such ships, that these ships act in a manner consistent, so far as is reasonable and practical, with this Directive;

(f) any use of fuels in a vessel necessary for the specific purpose of securing the safety of a ship or saving life at sea;

(g) any use of fuels in a ship necessitated by damage sustained to it or its equipment, provided that all reasonable measures are taken after the occurrence of the damage to prevent or minimise excess emissions and that measures are taken as soon as possible to repair the damage. This shall not apply if the owner or master acted either with intent to cause damage, or recklessly;

(h) fuels used on board vessels employing approved emission abatement technologies in accordance with Article 4c.

2) Article 2 shall be amended as follows:

(a) in point 1, the first indent shall be replaced by the following:

‘– any petroleum-derived liquid fuel, excluding marine fuel, falling within CN code 2710 19 51 to 2710 19 69, or;’

(b) in point 2, the first subparagraph shall be replaced by the following:

‘gas oil means:

- any petroleum-derived liquid fuel, excluding marine fuel, falling within CN code 2710 19 25, 2710 19 29, 2710 19 45 or 2710 19 49; or,
- any petroleum-derived liquid fuel, excluding marine fuel, of which less than 65% by volume (including losses) distils at 250 °C and of which at least 85% by volume (including losses) distils at 350 °C by the ASTM D86 method;’

(c) point 3 shall be replaced by the following:

‘3. marine fuel means any petroleum-derived liquid fuel intended for or in use on board a vessel, including those fuels defined in ISO 8217;’

(d) the following points shall be inserted:

‘3a marine diesel oil means any marine fuel which has a viscosity or density falling within the ranges of viscosity or density defined for DMB and DMC grades in Table I of ISO 8217;

3b marine gas oil means any marine fuel which has a viscosity or density falling within the ranges of viscosity or density defined for DMX and DMA grades in Table I of ISO 8217;

3c MARPOL means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto;

3d MARPOL Annex VI means the annex, entitled “Regulations for the Prevention of Air Pollution from Ships”, that the Protocol of 1997 adds to MARPOL;

3e SOx Emission Control Areas means sea areas defined as such by the International Maritime Organisation (IMO) under MARPOL Annex VI;

3f passenger ships means ships that carry more than 12 passengers, where a passenger is every person other than:

(i) the master and the members of the crew or other person employed or engaged in any capacity on board a ship on the business of that ship, and

(ii) a child under one year of age;

3g regular services means a series of passenger ship crossings operated so as to serve traffic between the same two or more ports, or a series of voyages from and to the same port without intermediate calls, either:

(i) according to a published timetable, or
(ii) with crossings so regular or frequent that they constitute a recognisable schedule;

3h warship means a ship belonging to the armed forces of a State bearing the external marks distinguishing such ships of its nationality, under the command of an officer duly commissioned by the government of the State and whose name appears in the appropriate service list or its equivalent, and manned by a crew which is under regular armed forces discipline;

3i ships at berth means ships which are securely moored or anchored in a Community port while they are loading, unloading or hotelling, including the time spent when not engaged in cargo operations;

3j inland waterway vessel means a vessel particularly intended for use on an inland waterway as defined in Council Directive 82/714/EEC of 4 October 1982 laying down technical requirements for inland waterway vessels (*), including all vessels which carry:

— a Community inland navigation certificate, as defined in Directive 82/714/EEC,

— a certificate issued pursuant to Article 22 of the Revised Convention for the Navigation of the Rhine;

3k placing on the market means supplying or making available to third persons, against payment or free of charge, anywhere within Member States’ jurisdictions, marine fuels for on-board combustion. It excludes supplying or making available marine fuels for export in ships’ cargo tanks;

3l outermost regions means the French overseas departments, the Azores, Madeira and the Canary Islands, as set out in Article 299 of the Treaty;

3m emission abatement technology means an exhaust gas cleaning system, or any other technological method that is verifiable and enforceable.


(e) point 6 shall be deleted.

3) Article 3 shall be replaced by the following:

‘Article 3

Maximum sulphur content of heavy fuel oil

1. Member States shall take all necessary steps to ensure that, as from 1 January 2003, heavy fuel oils are not used within their territory if their sulphur content exceeds 1 % by mass.

2. (i) Subject to appropriate monitoring of emissions by competent authorities this requirement shall not apply to heavy fuel oils used:

(a) in combustion plants which fall within the scope of Directive 2001/80/EC of the European Parliament and of the Council of 23 October 2001 on the limitation of emissions of certain pollutants into the air from large combustion plants (*), which are considered new in accordance with the definition given in Article 2(9) thereof and which comply with the sulphur dioxide emission limits for such plants set out in Annex IV to that Directive and applied in accordance with Article 4 thereof;

(b) in combustion plants which fall within the scope of Directive 2001/80/EC, which are considered existing in accordance with the definition given in Article 2(10) thereof, where the sulphur dioxide emissions from these combustion plants are equal to or less than 1700 mg/Nm³ at an oxygen content in the flue gas of 3 % by volume on a dry basis, and where, from 1 January 2008, the emissions of sulphur dioxide from combustion plants subject to Article 4(3)(a) of Directive 2001/80/EC are equal to or less than those resulting from compliance with the emission limit values for new plants contained in Part A of Annex IV to that Directive and where appropriate applying Articles 5, 7 and 8 thereof;
(c) in other combustion plants which do not fall under (a) or (b), where the sulphur dioxide emissions from those combustion plants do not exceed 1700 mg/Nm³ at an oxygen content in the flue gas of 3% by volume on a dry basis;

(d) for combustion in refineries, where the monthly average of emissions of sulphur dioxide averaged over all plants in the refinery, irrespective of the type of fuel or fuel combination used, are within a limit to be set by each Member State, which shall not exceed 1700 mg/Nm³. This shall not apply to combustion plants which fall under (a) or, from 1 January 2008, to those which fall under (b).

(ii) Member States shall take the necessary measures to ensure that any combustion plant using heavy fuel oil with a sulphur concentration greater than that referred to in paragraph 1 shall not be operated without a permit issued by a competent authority, which specifies the emission limits.

3. The provisions of paragraph 2 shall be reviewed and, if appropriate, amended in the light of any future amendment of Directive 2001/80/EC.


4) Article 4 shall be amended as follows:

(a) With effect from 1 January 2010:

(i) in paragraph 1, the words ‘including marine gas oils’ shall be deleted;

(ii) paragraph 2 shall be deleted.

(b) With effect from ............ (*), paragraphs 3 and 4 shall be deleted.

5) The following Articles shall be inserted:

‘Article 4a

Maximum sulphur content of marine fuels used in SOx Emission Control Areas and by passenger ships operating on regular services to or from Community ports

1. Member States shall take all necessary measures to ensure that marine fuels are not used in the areas of their territorial seas, exclusive economic zones and pollution control zones falling within SOx Emission Control Areas if the sulphur content of those fuels exceeds 1.5% by mass. This shall apply to all vessels of all flags, including vessels whose journey began outside the Community.

(*) Date of entry into force of this Directive.

2. The application dates for paragraph 1 shall be as follows:

(a) for the Baltic Sea area referred to in regulation 14(3)(a) of MARPOL Annex VI, ... (*)

(b) for the North Sea and any other sea areas, including ports, that the IMO subsequently designates as SOx Emission Control Areas in accordance with regulation 14(3)(b) of MARPOL Annex VI:

— 12 months after entry into force of that designation, or

— ............ (**), whichever is the later.

3. Member States shall be responsible for the enforcement of paragraph 1 at least in respect of:

— vessels flying their flag; and

— in the case of Member States bordering SOx Emission Control areas, vessels of all flags while in their ports.

Member States may also take additional enforcement action in respect of other vessels in accordance with international maritime law.

4. From the date referred to in paragraph 2(a), Member States shall take all necessary measures to ensure that marine fuels are not used in their territorial seas, exclusive economic zones and pollution control zones by passenger ships operating on regular services to or from any Community port if the sulphur content of those fuels exceeds 1.5% by mass. Member States shall be responsible for the enforcement of this requirement at least in respect of vessels flying their flags and vessels of all flags while in their ports.

5. From the date referred to in paragraph 2(a), Member States shall require the correct completion of ships’ logbooks, including fuel-changeover operations, as a condition of ships’ entry into Community ports.

6. From the date referred to in paragraph 2(a), Member States shall ensure that the sulphur content of all marine fuels sold in their territory is documented by the supplier on a bunker delivery note, accompanied by a sealed sample.

7. From the date referred to in paragraph 2(a), Member States shall ensure that marine diesel oils are not placed on the market in their territory if the sulphur content of those marine diesel oils exceeds 1.5% by mass.

(*) 19 May 2006 or, if later, 12 months after entry into force of this Directive.

(**) 12 months after entry into force of this Directive.
8. The Commission shall notify Member States of the application dates mentioned in paragraph 2(b) and publish them in the Official Journal of the European Union.

Article 4b

Maximum sulphur content of marine fuels used by inland waterway vessels and ships at berth in Community ports

1. With effect from 1 January 2010, Member States shall take all necessary steps to ensure that the following vessels do not use marine fuels with a sulphur content exceeding 0,1 % by mass:

(a) inland waterway vessels; and

(b) ships at berth in Community ports, allowing sufficient time for the crew to complete any necessary fuel-changeover operation as soon as possible after arrival at berth and as late as possible before departure.

Member States shall require the time of any fuel-changeover operation to be recorded in ships’ logbooks.

2. Paragraph 1 shall not apply:

(a) whenever, according to published timetables, ships are due to be at berth for less than two hours;

(b) to inland waterways vessels that carry a certificate proving conformity with the International Convention for the Safety of Life at Sea, 1974, as amended, while those vessels are at sea;

(c) until 1 January 2012 for the vessels listed in the Annex and operating exclusively within the territory of Greece.

3. With effect from 1 January 2010, Member States shall ensure that marine gas oils are not placed on the market in their territory if the sulphur content of those marine gas oils exceeds 0,1 % by mass.

Article 4c

Trials and use of new emission abatement technologies

1. Member States may, in cooperation with other Member States, as appropriate, approve trials of ship emission abatement technologies on vessels flying their flag, or in sea areas within their jurisdiction. During these trials the use of marine fuels meeting the requirements of Articles 4a and 4b shall not be mandatory, provided that:

— the Commission and any port State concerned are notified in writing at least 6 months before trials begin;

— permits for trials do not exceed 18 months in duration;

— all ships involved install tamper-proof equipment for the continuous monitoring of funnel gas emissions and use it throughout the trial period;

— all ships involved achieve emissions reductions which are at least equivalent to those which would be achieved through the limits on sulphur in fuel specified in this Directive;

— there are proper waste management systems in place for any waste generated by the emission abatement technologies throughout the trial period;

— there is an assessment of impacts on the marine environment, particularly ecosystems in enclosed ports, harbours and estuaries throughout the trial period; and

— full results are provided to the Commission, and made publicly available, within six months of the end of the trials.

2. Emission abatement technologies for ships flying the flag of a Member State shall be approved in accordance with the procedure referred to in Article 3(2) of Regulation (EC) No 2099/2002 of the European Parliament and of the Council of 5 November 2002 establishing a Committee on Safe Seas and the Prevention of Pollution from Ships (COSS) (*), taking into account:

— guidelines to be developed by the IMO;

— results of any trials conducted under paragraph 1;

— effects on the environment, including achievable emissions reductions, and impacts on ecosystems in enclosed ports, harbours and estuaries;

— feasibility of monitoring and verification.

3. Criteria shall be established for the use of emission abatement technologies by ships of all flags in enclosed ports, harbours and estuaries in the Community in accordance with the procedure referred to in Article 9(2). The Commission shall communicate these criteria to the IMO.
4. As an alternative to using low sulphur marine fuels meeting the requirements of Articles 4a and 4b, Member States may allow ships to use an approved emission abatement technology, provided that these ships:

— achieve emission reductions which are at least equivalent to those which would be achieved through the limits on sulphur in fuel specified in this Directive; and

— document thoroughly that any waste streams discharged into enclosed ports, harbours and estuaries have no impact on ecosystems, based on criteria communicated by the authorities of port States to the IMO.


6) Article 6 shall be amended as follows:

(a) the following paragraph shall be inserted:

'1a. Member States shall take the necessary measures to ensure that the sulphur content of marine fuels complies with the relevant provisions of Articles 4a and 4b.

Each of the following means of sampling, analysis and inspection shall be used as appropriate:

— sampling of the marine fuel for on-board combustion while being delivered to ships, following IMO guidelines, and analysis of its sulphur content;

— sampling and analysis of the sulphur content of marine fuel for on-board combustion contained in tanks, where feasible, and in sealed bunker samples on board ships;

— inspection of ships' log books and bunker delivery notes.

Sampling shall commence on the date on which the relevant limit for maximum sulphur content in the fuel comes into force. It shall be carried out with sufficient frequency, in sufficient quantities, and in such a way that the samples are representative of the fuel examined, and of the fuel being used by ships while in relevant sea areas, ports and inland waterways.

Member States shall also take reasonable measures, as appropriate, to monitor the sulphur content of marine fuels other than those to which Articles 4a and 4b apply.'.

(b) in paragraph 2, point (a) shall be replaced by the following:

'(a) ISO method 8754 (1992) and PrEN ISO 14596 for heavy fuel oil and marine fuels;'.

7) Article 7 shall be replaced by the following:

'Article 7

Reporting and review

1. On the basis of the results of the sampling, analysis and inspections carried out in accordance with Article 6, Member States shall by 30 June of each year provide the Commission with a short report on the sulphur content of the liquid fuels falling within the scope of this Directive and used within their territory during the preceding calendar year. That report shall include a record of the total number of samples tested by fuel type and shall indicate the corresponding quantity of fuel used, and the calculated average sulphur content. Member States shall also report the number of inspections made on board ships, and record the average sulphur content of marine fuels used in their territory which do not fall within the scope of this Directive on ………. (*)

2. On the basis, inter alia, of:

(a) annual reports submitted in accordance with paragraph 1;

(b) observed trends in air quality, acidification, fuel costs and modal shift; and

(c) progress in reducing emissions of sulphur oxides from ships through IMO mechanisms following Community initiatives in this regard;

(d) a new cost-benefit analysis, including direct and indirect environmental benefits, of measures contained in Article 4a(4),

the Commission shall, by 2008, submit a report to the European Parliament and to the Council.

(*) Date of entry into force of this Directive.
The Commission may submit with its report proposals for amending this Directive, in particular as regards a second stage of sulphur limit values laid down for each fuel category and, taking account of work within the IMO, the sea areas where low sulphur marine fuels are to be used.

3. By 31 December 2005, the Commission shall report to the European Parliament and to the Council on the possible use of economic instruments, including mechanisms such as differentiated dues and kilometre charges, tradable emission permits and offsetting.

4. Any amendments necessary to make technical adaptations to Article 2, points 1, 2, 3, 3a, 3b and 4 or Article 6(2) in the light of scientific and technical progress shall be adopted in accordance with the procedure referred to in Article 9(2). Such adaptations shall not result in any direct changes to the scope of this Directive or to limits on sulphur in fuel specified in this Directive.

8) Article 9 shall be replaced by the following:

'Article 9

Committee procedure

1. The Commission shall be assisted by a committee.

2. Where reference is made to this paragraph, Articles 5 and 7 of Council Decision 1999/468/EC (*) shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3. The Committee shall adopt its Rules of Procedure.

(*) OJ L 184, 17.7.1999, p. 23.'

9) The text set out in the Annex to this Directive shall be added.

Article 2

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by .......... (*). They shall forthwith inform the Commission thereof.

When Member States adopt these measures, they shall contain a reference to this Directive or shall be accompanied by such a reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States.

Article 3

This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

Article 4

This Directive is addressed to the Member States.

Done at

For the European Parliament
The President

For the Council
The President

(*) 12 months after the date of entry into force of this Directive.
ANNEX

GREEK VESSELS

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STATEMENT OF THE COUNCIL’S REASONS

I. INTRODUCTION


2. The European Parliament adopted its opinion at first reading at its session from 2 to 5 June 2003.

3. The Economic and Social Committee submitted its opinion on 14 May 2003.

4. The Committee of the Regions indicated on 20 January 2003 its intention not to issue an opinion.


6. On 9 December 2004, the Council adopted its common position in accordance with Article 251(2) of the Treaty.

II. OBJECTIVE

The proposed amendments to Directive 1999/32/EC seek to extend its scope to all types of petroleum-derived liquid fuels used on board ships and to limit the sulphur content of these marine fuels when being used by ships in certain parts of the European Union.

The objective is to reduce the ships emissions of sulphur dioxide and particulate matter (PM), as set out in the parallel EU strategy to reduce atmospheric emissions from seagoing ships. The proposal aims to implement the Sulphur Oxide Emission Control Areas already designated by the International Maritime Organisation (IMO) in its air pollution convention, MARPOL Annex VI. The proposal modifies the provisions of Directive 1999/32/EC concerning the sulphur content of marine fuels, as follows:

— introduce a limit of 1.5 % of sulphur content on marine fuels used by all seagoing vessels, in the Baltic, the North Sea and the English Channel, in line with MARPOL Annex VI, in order to reduce the effect ship’s emissions on acidification in northern Europe;

— introduce a limit of 1.5 % of sulphur content on marine fuels used by passenger vessels in regular service to or from any Community port, in order to improve the quality of the air, particularly around ports and coasts and create a sufficient demand to ensure EU-wide supply of fuel with a sulphur content of not more than 1.5 %;

— amend the existing provision for marine gas oils by requiring ships at berth and inland waterway vessels to use fuels having a sulphur content of 0.1 % or less (from 1 January 2010), in order to reduce local emissions of SO2 and PM and improve local air quality. A derogation for 16 specific vessels in Greece applies till 1 January 2012;

— In order to ensure that compliant fuels are available, ban the sale of marine gas oils (DMA and DMX grades) with more than 0.1 % sulphur content by 2010, to remove the current 0.2 % sulphur content limit on DMB and DMC grades marine diesel oils, and subsequently ban the sale of such fuels with more than 1.5 % sulphur content.
III. ANALYSIS OF THE COMMON POSITION

1. General

The European Parliament adopted 36 amendments to the Commission proposal.

In the Council’s view, the common position constitutes a balanced compromise where:

— there is a coherent set of dates for entry into force of the Directive’s provisions, taking into account the now imminent entering into force of MARPOL Annex VI (in May 2005);

— no derogations are laid down in conflict with the entering into force of MARPOL Annex VI and the establishment of SOxECAs;

— the technical and practical problems of the new requirements for ships at berth are taken into consideration in a reasonable manner, including the specific temporary derogation asked by EL for some Ro/Ro ferries.

MARPOL Annex VI enters into force internationally one year after it has been ratified by at least 15 flag States representing at least 50 % of the gross tonnage of the world merchant shipping. 17 countries have now ratified as on 15 October 2004 – Sweden, Norway, Singapore, the Bahamas, the Marshall Islands, Liberia, Denmark, Germany, Vanuatu, Panama, Greece, Bangladesh, Spain, Barbados, Samoa, Azerbaijan and the United Kingdom – representing more than 50 % of the world tonnage. Samoa, the 15th State, ratified MARPOL, Annex VI on 19 May 2004, paving the way for Annex VI to be brought into operation from 19 May 2005 and Regulation 14 (Baltic Sea SOxECA) to be brought into operation on 19 May 2006. Six EU Member States (DK, DE, EL, ES, SE, UK) have already ratified MARPOL, and four Member States (NL, FI, CY, PL) are in the last stage of ratification, expected this year.

The common position is in accordance with positions taken by the Commission and the European Parliament as regards the objective to extend the scope of Directive 1999/32/EC to all petroleum-derived liquid fuels used on board ships operating in Member States waters.

The Council:

(a) Introduced in the common position 21 amendments in full, in part or in principle, as follows:

Amendment 1: the spirit of this amendment is incorporated in Recital 4.

Amendment 3: the spirit of this amendment is incorporated in Recital 5.

Amendment 4: the spirit of this amendment is included in Recital 4.

Amendment 5: the spirit of this amendment is incorporated in Recital 6.

Amendment 6: the spirit of this amendment is reflected both in Recitals 6 and 17.

Amendment 7: incorporated in full in Recital 7.

Amendment 8: the spirit of this amendment is included in Recital 10.

Amendment 40: according to general rules for the drafting of Community legislation the purpose of a recital is to set out concise reasons for a chief provision of the enacting terms, and they shall not contain normative provisions or political exhortations; however, the spirit of this amendment is reflected in Recital 12.

Amendment 18: the aim of this amendment is incorporated by Article 1(1)(d).
Amendment 30: the spirit of this amendment is referred to in Recital 19.

Amendment 38: the definition provided for in Article 2 (3j) follows the spirit of this amendment.

Amendment 39: the definition provided for in Article 2 (3k) reflects the aim of this amendment in a more detailed and specific manner.

Amendment 10: this amendment is included in Article 4 with consequential amendments as regards the timetable.

Amendment 23: this is addressed by new Article 4b which postpones implementation until 2010 for all types of vessels.

Amendment 43: this is addressed comprehensively by the new Article 4c.

Amendment 27: this is reflected in the new text of Article 6 with the drafting clarified to avoid any technical difficulties in application.

Amendment 29: the spirit of this amendment is followed in Recital 10 and is also addressed in Article 11 of Directive 99/32.

Amendment 31: this concern is addressed by the use of the expression 'liquid fuels'.

Amendment 32: the spirit of this amendment is reflected in Recitals 4 and 6 and Article 7.2.

Amendment 33: accepted.

Amendment 44: the spirit of this amendment is reflected in Article 7.

(b) did not incorporate 15 amendments (2, 4, 13, 14, 15, 16, 17, 21, 22, 28, 41, 42, 24, 25, 26, 37) in the common position:

Amendment 2: this amendment could not be incorporated as it was not felt to be relevant.

Amendments 14: this amendment could not be incorporated as the paragraph to which it relates has been deleted.

Amendments 15, 16, 17: these amendments could not be incorporated. However, the spirit of these amendments is reflected in Article 4(a)2 which aims to bring forward entry into force to May 2006, to be aligned with MARPOL Annex VI.

Amendments 21 and 22: could not be incorporated.

Amendment 28: could not be incorporated.

Amendment 41 and 42: could not be accepted because the Council felt it was premature to anticipate future legislation (a second phase) which would depend on the assessment of the application of the current amendments. Nevertheless, the need for further improvement in future is recognised by the new Article 7.2.

Amendment 24: could not be incorporated.

Amendment 25: could not be incorporated as it was not felt to be proportionate.

Amendment 26: could not be accepted as Amendment 42 had been rejected (new Article 4a.a).

Amendment 37: could not be incorporated as the Council felt that 12 months would be necessary for transposition.

(c) The Council introduced Article 4a (3) and (4) to clarify issues related to the enforcement of the Directive’s different provisions.
IV. CONCLUSION

Despite the fact that the Council is not able to accept all amendments adopted by the European Parliament, it considers that the common position meets to a large extent the concern of the Parliament and that it is in line with the Commission’s amended proposal, substantially reducing sulphur dioxide emissions in the EU, with reductions targeted to deliver the greatest possible benefits in and around populated ports and coastlines and in acid-sensitive ecosystems.

This exercise gives an incentive to EU Member States to do more internationally to improve environmental standards for ships and particularly through the ratification and strengthening of MARPOL Annex VI.