



2020/2043(INI)

3.11.2020

AMENDMENTS

1 - 105

Draft opinion

Karin Karlsbro

(PE657.463v01-00)

Towards a WTO-compatible EU carbon border adjustment mechanism
(2020/2043(INI))

Amendment 1

Marco Campomenosi, Herve Juvin, Danilo Oscar Lancini, Jean-Lin Lacapelle, Markus Buchheit

Draft opinion

Paragraph -1 (new)

Draft opinion

Amendment

-1. *whereas, as stated in the TFEU, environmental affairs are a shared competence with Member States;*

Or. en

Amendment 2

Marco Campomenosi, Herve Juvin, Danilo Oscar Lancini, Jean-Lin Lacapelle, Markus Buchheit

Draft opinion

Paragraph -1 a (new)

Draft opinion

Amendment

-1a. *whereas the European Union in 2017 was the first net importer of CO2 emissions worldwide;*

Or. en

Amendment 3

Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius, Raphaël Glucksmann

Draft opinion

Paragraph 1

Draft opinion

Amendment

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

1. *Welcomes the European goal of achieving a socially just transition to climate neutrality by 2050 as well as the 60%-goal for 2030; notes with concern the lack of ambition in climate efforts in EU trade policy as well as in many other policy spheres; calls for the Paris Agreement and its 1.5 percent goal to*

become the guiding principle of trade policy to which all trade initiatives must be adjusted; is convinced that *such* a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Or. en

Amendment 4

Massimiliano Salini, Andrey Kovatchev, Arnaud Danjean, Enikő Győri, Angelika Winzig, Jörgen Warborn

Draft opinion

Paragraph 1

Draft opinion

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Amendment

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal; *emphasises that, as a result of the EU's increased ambition on climate change, risk of carbon leakage increased consequently; urges the Commission to ensure full carbon-leakage protection in all its policies accordingly; stresses that EU climate policy must be aligned to economic growth and competitiveness for the European industry and SMEs;*

Or. en

Amendment 5

Manuela Ripa

on behalf of the Verts/ALE Group

Draft opinion

Paragraph 1

Draft opinion

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Amendment

1. ***Notes that, while the Union had reduced its domestic greenhouse gas (GHG) emissions by 23.2 % below 1990 levels in 2018, its GHG emissions embedded in international trade have been constantly rising; underlines that the net imports of goods and services in the EU represent more than 20% of the Union's domestic CO2 emissions;*** is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Or. en

Amendment 6
Emmanuel Maurel

Draft opinion
Paragraph 1

Draft opinion

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Amendment

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal, ***to steer industrial policy more effectively by favouring relocalisation, and to allocate additional funds to our companies to assist them in their efforts to ensure responsible innovation;***

Or. fr

Amendment 7
Marco Campomenosi, Herve Juvin, Danilo Oscar Lancini, Jean-Lin Lacapelle

Draft opinion

Paragraph 1

Draft opinion

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Amendment

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal, ***taking into account that the latest EU's ambitious policies in the climate field seem to set unattainable objectives which might damage the EU competitiveness overall***

Or. en

Amendment 8 Emmanouil Fragkos

Draft opinion Paragraph 1

Draft opinion

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Amendment

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal; ***emphasises the importance of internationally harmonised product labelling and of consumer values in this connection;***

Or. el

Amendment 9 Jürgen Warborn

Draft opinion Paragraph 1

Draft opinion

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Amendment

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal; ***but this should be done in proportional and balanced ways, be evidence based and not be used as a cover for protectionism;***

Or. en

Amendment 10

Markus Buchheit, Roman Haider, Maximilian Krah

Draft opinion

Paragraph 1

Draft opinion

1. Is ***convinced*** that a purpose-built trade policy can be ***an important*** driver ***in steering*** economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Amendment

1. Is ***concerned*** that a purpose-built ***but highly politically motivated*** trade policy can be driver ***towards a planned economy in forcing*** economies towards decarbonisation ***and resulting deindustrialisation*** in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Or. en

Amendment 11

Emmanouil Fragkos

Draft opinion

Paragraph 1

Draft opinion

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris

Amendment

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris

Agreement and the European Green Deal;

Agreement and the European Green Deal
without job losses;

Or. el

Amendment 12

Carles Puigdemont i Casamajó

Draft opinion

Paragraph 1

Draft opinion

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal;

Amendment

1. Is convinced that a purpose-built trade policy can be an important driver in steering economies towards decarbonisation in order to achieve the climate objectives set in the Paris Agreement and the European Green Deal
and prevent carbon leakage;

Or. en

Amendment 13

Massimiliano Salini, Andrey Kovatchev, Arnaud Danjean, Enikő Győri, Angelika Winzig, Jörgen Warborn

Draft opinion

Paragraph 1 – point 1 (new)

Draft opinion

Amendment

(1) Is convinced that the main objective of a carbon border adjustment mechanism should be to reduce global emissions, while avoiding carbon leakage and upholding competitiveness of European industries.

Or. en

Amendment 14

Marco Campomenosi, Herve Juvin, Danilo Oscar Lancini, Jean-Lin Lacapelle, Markus Buchheit

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. *Highlights that the CBAM should be formulated as a valuable instrument to protect from unfair competition and counterbalance the higher production costs that the EU Green Deal will evoke to EU companies; in this regard, highlights the need to ensure the level playing field for EU companies, as the standards imposed in the EU Green Deal are not equally ambitious in third countries, which has further increased the phenomenon of delocalisation aggravating the problem of “carbon leakage”;*

Or. en

Amendment 15
Daniel Caspary

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. *Highlights the fact that an EU carbon border adjustment mechanism (CBAM) is exclusively designed to further climate objectives as well as safeguarding a level-playing field and must not be misused as a tool to enhance protectionism, unjustifiable discrimination or restrictions in an already burdened global landscape of international trade;*

Or. en

Amendment 16
Carles Puigdemont i Casamajó

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. *Supports the introduction of a WTO-compatible EU carbon border adjustment mechanism (CBAM) as a means to strengthen the Union's principle for free trade; considers that the CBAM can increase equal opportunities in order to achieve more competitive markets in a decarbonising scenario;*

Or. en

Amendment 17
Emmanouil Fragkos

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. *Warns against a build-up of bureaucracy; calls for the toning-down of measures that are driving European companies from the EU, as part of a strategy for the promotion of European environmental protection concerns at international level;*

Or. el

Amendment 18
Manuela Ripa
on behalf of the Verts/ALE Group

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a

2. **Strongly** supports, in the absence of a global carbon price and a multilateral

market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

solution, a EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives; ***notes that GATT rules date back to 1947 and is of the view that those need to be rethought in the present context of climate crisis and the overarching objective of climate neutrality, with a view to allowing the consideration of such features as the carbon foot-print of products for the determination of like-products; for that purpose, calls on the Commission to also propose a reform of trade rules in any climate initiative it will launch in the framework of the WTO;***

Or. en

Amendment 19
Emmanuel Maurel, Helmut Scholz

Draft opinion
Paragraph 2

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives; ***considers that there is an urgent need to pursue a comprehensive reform of the WTO, enabling it to guarantee fair trade while at the same time combating global warming; considers that, in order to be***

consistent with our climate ambitions, a new approach to the design of our trade relations is urgently required;

Or. en

Amendment 20

Jean-Lin Lacapelle, Luisa Regimenti, Marco Campomenosi

on behalf of the Committee on International Trade

Herve Juvin

Draft opinion

Paragraph 2

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) *on condition* that it *is* compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and *that it is* proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM), *notes that this has been the Commission's intention for a number of years, but that it has only very recently engaged with stakeholders to set such a mechanism in motion and has yet to flesh it out with any real substance, stresses that this mechanism must be* compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and proportionate, based on the polluter pays principle and fit for purpose in delivering the climate, *environment and social* objectives;

Or. fr

Amendment 21

Markus Buchheit, Roman Haider, Maximilian Krah

Draft opinion

Paragraph 2

Draft opinion

2. *Supports, in the absence of a*

Amendment

2. *Questions* a market-based EU

global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) ***on*** condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

carbon border adjustment mechanism (CBAM) ***even under the*** condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;
underlines that unilateral action by the EU through the introduction of the CBAM may lead to retaliatory measures such as punitive tariffs on European exports, that might cause economic damages and severely impact European producers and companies;

Or. en

Amendment 22 **Christophe Hansen**

Draft opinion **Paragraph 2**

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM), ***that applies to imports from all third-countries which are not yet part of an effective cap and trade system with at least equivalent GHG emission reduction targets and costs as under EU-ETS***, on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Or. en

Amendment 23

Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius, Raphaël Glucksmann

Draft opinion

Paragraph 2

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) ***on condition that it is compatible with*** EU free trade agreements (FTAs) ***and*** WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) ***calls for*** EU free trade agreements (FTAs) ***to be made compatible with such a mechanism by way of using the respective review clauses in FTAs, in case the FTAs are not yet compatible with such a mechanism ; calls for the CBAM to be compatible with*** WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Or. en

Amendment 24

Massimiliano Salini, Andrey Kovatchev, Arnaud Danjean, Enikő Győri, Angelika Winzig

Draft opinion

Paragraph 2

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM), ***with regard to imports from all countries not covered by a strict carbon trading system with similar goals and costs for lowering CO2 emissions,*** on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade),

and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Or. en

Amendment 25
Emmanuel Maurel

Draft opinion
Paragraph 2

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;
considers that the gradual introduction of CBAM must be linked to the phasing out of free allocation ;

Or. en

Amendment 26
Jan Zahradil, Geert Bourgeois
on behalf of the ECR Group

Draft opinion
Paragraph 2

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) ***covering imports from countries not subject to a equivalent carbon trading scheme;*** on condition that

discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Or. en

Amendment 27
Daniel Caspary

Draft opinion
Paragraph 2

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a ***fair and transparent*** market-based EU carbon border adjustment mechanism (CBAM) on condition that it is ***without any question fully*** compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Or. en

Amendment 28
Jörgen Warborn

Draft opinion
Paragraph 2

Draft opinion

2. ***Supports***, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment

Amendment

2. ***Takes note of***, in the absence of a global carbon price and a multilateral solution, ***the Commission's intent to***

mechanism (CBAM) **on condition** that it **is** compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), **and that it is** proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

propose a market-based EU carbon border adjustment mechanism (CBAM) **stresses** that it **must be** compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Or. en

Amendment 29

Emmanuel Maurel, Helmut Scholz

Draft opinion

Paragraph 2

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that **it is compatible with** EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that EU free trade agreements **will be adapted** (FTAs) and WTO rules **modernised** (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Or. en

Amendment 30

Emmanouil Fragkos

Draft opinion

Paragraph 2

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a

market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and *fit for purpose in delivering the climate* objectives;

market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with EU free trade agreements (FTAs) and WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and *an effective means of achieving all European* objectives;

Or. el

Amendment 31

Karin Karlsbro, Dita Charanzová, Liesje Schreinemacher, Urmas Paet, Svenja Hahn, Jérémy Decerle, Jordi Cañas, Samira Rafaela

Draft opinion

Paragraph 2

Draft opinion

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with *EU free trade agreements (FTAs) and* WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade), and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Amendment

2. Supports, in the absence of a global carbon price and a multilateral solution, a market-based EU carbon border adjustment mechanism (CBAM) on condition that it is compatible with WTO rules (by being non-discriminatory and not constituting a disguised restriction on international trade) *and EU free trade agreements (FTAs)*, and that it is proportionate, based on the polluter pays principle and fit for purpose in delivering the climate objectives;

Or. en

Amendment 32

Christophe Hansen

Draft opinion

Paragraph 2 – point a (new)

Draft opinion

Amendment

(a) Believes that the CBAM should preferably not have a direct impact on

intra-EU production costs, also in order to avoid unfair competition on third-country markets.

Or. en

Amendment 33
Jörgen Warborn

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Commits to evaluate this proposal together with other options to incentivise international climate action and prevent carbon leakage; therefore asks the Commission to consider alternative measures and to thoroughly demonstrate the added value of a carbon border adjustment mechanism; underlines that the final mechanism can only be supported as long as it can be proven efficient to achieve its environmental objectives and does not harm the competitiveness of European companies vis-a-vis non-European companies, especially on markets outside the EU;

Or. en

Amendment 34
Manuela Ripa
on behalf of the Verts/ALE Group

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Highlights that a technology on the tracing and tracking of the carbon content and performance of complex products could be helpful in the enforcement of a CBAM to those

products; believes that the EU has an advantage in developing such a technology, which could then be used as a basis to set an international standard;

Or. en

Amendment 35

Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2a. Underlines that the WTO rules are incompatible with the Paris Agreement; expects the Commission to take urgent initiative for WTO reform in order to achieve compatibility with the climate objectives;

Or. en

Amendment 36

Carles Puigdemont i Casamajó

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2a. Urges the Commission to look to more ways as to increase and develop a carbon market as well as to look for means to prevent subsidies to highly polluting industries, or if necessary to phase them out;

Or. en

Amendment 37

Karin Karlsbro, Dita Charanzová, Liesje Schreinemacher, Svenja Hahn, Jordi Cañas, Samira Rafaela

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. *notes that any revenue from a EU CBAM must contribute to the aim of reducing global carbon emissions and to ensure WTO compatibility;*

Or. en

Amendment 38
Karin Karlsbro, Dita Charanzová, Urmas Paet, Jérémy Decerle, Jordi Cañas, Samira Rafaela

Draft opinion
Paragraph 2 b (new)

Draft opinion

Amendment

2b. *Believes that the implementation of a Carbon Border Adjustment Mechanism would fill an essential gap in the EU climate policy and is therefore essential to delivering on the EU's climate ambition to tackle its carbon footprint;*

Or. en

Amendment 39
Manuela Ripa
on behalf of the Verts/ALE Group

Draft opinion
Paragraph 3

Draft opinion

Amendment

3. Notes that *the general exception clause of Article XX* of the General Agreement on Tariffs and Trade (GATT) *should be the basis for any CBAM design and its only rationale should be an environmental one* – reducing global CO₂

3. Notes that *a CBAM is not per se WTO-incompatible, in particular with regard to the provisions* of the General Agreement on Tariffs and Trade (GATT); *underlines the principle of non-discrimination under GATT Article III*

emissions and preventing carbon leakage;

and that, accordingly, existing measures on carbon leakage under Union law would cease to apply once the CBAM is in force, as this mechanism would apply carbon pricing to imports similar to what is applied to EU installations under the EU ETS; states unequivocally that this mechanism should serve the purpose of achieving the global common climate goals enshrined in the Paris Agreement by better addressing GHG emissions embedded in international trade, thereby incentivising climate action both within the Union and by our trading partners, through reducing global CO₂ emissions and preventing carbon leakage; is therefore of the view that CBAM should be regarded as a means to help the acceleration of this process and not as a means for protectionism;

Or. en

Amendment 40

Jean-Lin Lacapelle, Luisa Regimenti, Marco Campomenosi
on behalf of the Committee on International Trade
Herve Juvin

Draft opinion **Paragraph 3**

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its **only** rationale should be an environmental one – reducing global **CO₂** emissions and preventing carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its **main** rationale should be: an environmental one – reducing global **CO₂** emissions and preventing carbon leakage **by reducing logistics chains, slowing down global flows and promoting local production and consumption circuits;**

recommends that the price per tonne of CO₂ take account of the real environmental cost of a product,

encompassing not only production costs but also transportation costs, which should include a coefficient for actual distance travelled; stresses that this real cost must not only offset the environmental cost of products, but also contribute to bolstering the internal market and providing impetus for reducing the carbon footprint and volume of world trade;

Or. fr

Amendment 41

Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius

Draft opinion Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) ***should*** be the basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) ***could*** be the basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage; ***underlines that a universal system needs to be the final goal of the initiative since decentral climate protection measures will not have the desired effect and would only result in carbon leakage as well as have disadvantageous effects on European industries; thus suggests the externalisation of the European ETS as a possible CBAM; expects the Commission to initiate negotiations for a global approach within the framework of the WTO or the G20;***

Or. en

Amendment 42

Emmanuel Maurel

Draft opinion
Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global **CO₂** emissions and preventing carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global **CO₂** emissions and preventing carbon leakage, ***considers, nonetheless, that the pursuit of aggressive policies, by China and the US in particular, focused on the use of fossil fuels for energy production justifies any European measures to redress the balance and the proportionate inclusion thereof in the CBAM calculation.***

Or. fr

Amendment 43
Carles Puigdemont i Casamajó

Draft opinion
Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage ***as means to improve human health and protect non-renewable energy sources; takes into account the fact that even if Article XX of the GATT may suggest a WTO compatibility, the CBAM would still pose an issue to the principles of “most-favoured nation” (Article I of the GATT) and “pacta sunt servanda” (Article II of the GATT);***

Amendment 44**Markus Buchheit, Roman Haider, Maximilian Krah****Draft opinion****Paragraph 3***Draft opinion*

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage; ***requests a legal opinion by an independent legal experts on whether Article XX's "would not constitute a means of arbitrary and unjustifiable discrimination between countries in similar circumstances or a disguised restriction on international trade" would be applicable;***

Amendment 45**Marco Campomenosi, Herve Juvin, Danilo Oscar Lancini, Jean-Lin Lacapelle****Draft opinion****Paragraph 3***Draft opinion*

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its ***only*** rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design, ***avoiding any arbitrary or unjustifiable discrimination between countries where the same conditions prevail with regards of countries which environmental standards might be lower*** and its rationale should be ***competitiveness as well as*** an

environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Or. en

Amendment 46
Angelika Winzig

Draft opinion
Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage, ***although the CBAM should not replace existing carbon leakage measures under the EU Emissions Trading System (EU ETS), which are competitiveness measures in character, but work as an addition to them.***

Or. en

Amendment 47
Danuta Maria Hübner

Draft opinion
Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) ***should*** be the basis for any CBAM design ***and*** its only rationale ***should be*** an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Amendment

3. ***Notes that to be fully compatible with WTO rules, CBAM should comply with all GATT provisions, including the key principles of most-favoured nation, national treatment and bound tariffs;*** notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) ***could also*** be the basis for any CBAM design ***if*** its only

rationale **is strictly** an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Or. en

Amendment 48
Jörgen Warborn

Draft opinion
Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) **should be** the basis for any CBAM design **and** its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Amendment

3. Notes that **while the Union should stand ready to use** the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) **as** the basis for any **WTO-compatible** CBAM design, **the CBAM could also be made WTO-compliant as an internal charge, tax or regulation; stresses that** its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Or. en

Amendment 49
Gabriel Mato

Draft opinion
Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – **reducing global CO₂ emissions and preventing** carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one, **and that therefore, the CBAM should not be seen as an alternative to the existing carbon leakage measures under the EU Emissions Trading System (EU ETS), which are**

competitiveness measures;

Or. en

Amendment 50

Danilo Oscar Lancini, Marco Campomenosi, Markus Buchheit

Draft opinion

Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its **only** rationale should be **an environmental one** – reducing global CO₂ emissions and preventing carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its rationale should be reducing global CO₂ emissions and preventing carbon leakage; **while protecting the competitiveness of the EU industrial sectors in Europe and worldwide;**

Or. en

Amendment 51

Christophe Hansen

Draft opinion

Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – **reducing global CO₂ emissions and preventing** carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – **hence it should not be established as an immediate alternative to the EU-ETS and the related existing** carbon leakage **measures.**

Or. en

Amendment 52
Emmanouil Fragkos

Draft opinion
Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one: reducing global CO₂ emissions and preventing carbon leakage ***as a priority***;

Or. el

Amendment 53
Daniel Caspary

Draft opinion
Paragraph 3

Draft opinion

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) ***should be the*** basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Amendment

3. Notes that the general exception clause of Article XX of the General Agreement on Tariffs and Trade (GATT) ***could likely be a*** basis for any CBAM design and its only rationale should be an environmental one – reducing global CO₂ emissions and preventing carbon leakage;

Or. en

Amendment 54
Karin Karlsbro, Dita Charanzová, Liesje Schreinemacher, Urmas Paet, Svenja Hahn, Jérémy Decerle, Jordi Cañas, Samira Rafaela

Draft opinion
Paragraph 3

Draft opinion

Amendment

3. Notes that the ***general exception clause of Article XX*** of the General Agreement on Tariffs and Trade (GATT) should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global ***CO2*** emissions and preventing carbon leakage;

3. Notes that the ***provisions*** of the General Agreement on Tariffs and Trade (GATT), ***such as Articles I, III and XX GATT***, should be the basis for any CBAM design and its only rationale should be an environmental one – reducing global ***CO2*** emissions and preventing carbon leakage;

Or. en

Amendment 55

Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius, Raphaël Glucksmann

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Calls for a calculation method for carbon contents that does not disadvantage European producers; calls for a calculation method that takes into account to the highest possible extent the real carbon content of the goods concerned; suggests that an independent agency should be responsible for the definition of the most realistic carbon content of goods as well as the determination of the respective good's market entry price; calls for the inclusion of existing third country carbon pricing systems in the calculation;

Or. en

Amendment 56

Gabriel Mato

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Stresses that there are design options that allow the existing carbon leakage measures to co-exist with the

mechanism while not leading to double protection; therefore strongly urges the European Commission to develop a scenario in its upcoming impact assessment where existing carbon leakage measures are maintained alongside the mechanism;

Or. en

Amendment 57
Carles Puigdemont i Casamajó

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. *Takes into account that the Article XVI of the GATT on “Subsidies” is key for the introduction of a Union-led CBAM compatible with the WTO since there is the possibility that for each exported tone to third countries or non-EU members, producers may not have to pay for emission rights;*

Or. en

Amendment 58
Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius, Raphaël Glucksmann

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3b. *Asks the Commission to consider evaluating all products according to a worst-in-class approach, i.e. assume the most emission-rich production method and thus provide an incentive for producers to share information on their products carbon content in order to pay a lower CBA;*

Amendment 59

Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius

Draft opinion

Paragraph 3 c (new)

Draft opinion

Amendment

3c. Asks the Commission to start implementing the mechanism as soon as possible with a view to pilot sectors in which the carbon contents of goods are easily identified;

Or. en

Amendment 60

Massimiliano Salini, Andrey Kovatchev, Christophe Hansen, Arnaud Danjean, Angelika Winzig, Jörgen Warborn

Draft opinion

Paragraph 4

Draft opinion

Amendment

4. Calls for thorough impact assessments **and** for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

4. **Expresses concern that a mechanism centred solely on basic materials could lead to a shift in imports towards intermediate and final products not covered by the mechanism, thereby affecting the EU industry; calls for thorough, proper and comprehensive impact assessments prior to its implementation also aimed to identify measures for sectors where the risk of carbon leakage is highest while taking into consideration the sector's competitiveness and calls on the Commission for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations; calls on the Commission not to replace existing**

carbon leakage measures with an untested mechanism, in order to avoid major uncertainties and risks for European industry;

Or. en

Amendment 61
Enikő Győri

Draft opinion
Paragraph 4

Draft opinion

4. Calls for thorough impact assessments *and* for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Amendment

4. *Expresses concern that a mechanism centred solely on basic materials could lead to a shift in imports towards intermediate and final products not covered by the mechanism, thereby affecting the EU industry;* calls for thorough, *proper and comprehensive* impact assessments *prior to and throughout its implementation also aimed to identify measures for sectors where the risk of carbon leakage is highest while taking into consideration the sector's competitiveness and calls on the Commission* for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations; *calls on the Commission not to replace existing carbon leakage measures with an untested mechanism, in order to avoid major uncertainties and risks for European industry;*

Or. en

Amendment 62
Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius, Raphaël Glucksmann

Draft opinion
Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid *any possible* retaliations;

Amendment

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, ***amongst it the publication of all studies conducted during the build up of the mechanism; calls for the comprehensive integration of the European Parliament at all stages of the development process*** as well as engagement with the EU's trading partners to build ***plurilateral CO2-pricing systems*** coalitions and avoid retaliations ***as far as possible; asks the Commission to take into consideration existing and future third country CO2-pricing systems***

Or. en

Amendment 63

Jean-Lin Lacapelle, Luisa Regimenti, Marco Campomenosi

on behalf of the Committee on International Trade

Herve Juvin

Draft opinion

Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, ***as well as engagement with the EU's trading partners to build coalitions and avoid*** any possible retaliations;

Amendment

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, ***stresses that this must be accompanied by robust and coherent diplomacy on the part of the European Union and Member States in accordance with their respective competences, with a view to preventing and countering*** any possible retaliations, ***by means, inter alia, of engagement with the EU's trading partners to build coalitions;***

Or. fr

Amendment 64

Markus Buchheit, Roman Haider, Maximilian Krah, Danilo Oscar Lancini

Draft opinion

Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Amendment

4. Calls for thorough impact assessments - ***especially on direct and indirect carbon leakage*** - and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations; ***demands that a full life-cycle GHG emissions analysis will be used as the basis for calculation in order to obtain a neutral and comparable picture of the product's carbon footprint;***

Or. en

Amendment 65

Karin Karlsbro, Dita Charanzová, Liesje Schreinemacher, Urmas Paet, Svenja Hahn, Jérémy Decerle, Jordi Cañas, Samira Rafaela

Draft opinion

Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Amendment

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations; ***notes that the impact assessment must be conducted with the goal of reducing total global emissions, and that it must include the effects on sustainable innovation and changing trade flows and supply chains;***

Or. en

Amendment 66
Emmanuel Maurel, Helmut Scholz

Draft opinion
Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency *of* the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions *and avoid any possible retaliations*;

Amendment

4. Calls for thorough impact assessments and for the utmost transparency *and coordination with the European Parliament in* the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions, *and incentivise them to establish their own carbon pricing measures, o bring them as close as possible to our own trajectory for reducing greenhouse gas emissions* ;

Or. en

Amendment 67
Danuta Maria Hübner

Draft opinion
Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Amendment

4. Calls for thorough impact assessments *analysing a combination of key variables, including sectors, countries and types of emissions included in CBAM, and relationship to existing carbon leakage measures*, and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Or. en

Amendment 68
Jörgen Warborn

Draft opinion
Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Amendment

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid ***the mechanism being interpreted as a protectionist action and any possible retaliations as a result;***

Or. en

Amendment 69

Marco Campomenosi, Herve Juvin, Danilo Oscar Lancini, Jean-Lin Lacapelle

Draft opinion
Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Amendment

4. Calls for thorough ***objective, independent and periodic*** impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Or. en

Amendment 70

Danilo Oscar Lancini, Marco Campomenosi

Draft opinion
Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the

Amendment

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the

EU's trading partners to build coalitions and avoid any possible retaliations;

EU's trading partners **and stakeholders** to build coalitions and avoid any possible retaliations;

Or. en

Amendment 71
Daniel Caspary

Draft opinion
Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Amendment

4. Calls for thorough **and calibrated** impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Or. en

Amendment 72
Jan Zahradil, Geert Bourgeois
on behalf of the ECR Group

Draft opinion
Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to build coalitions and avoid any possible retaliations;

Amendment

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with **WTO and** the EU's trading partners to build coalitions and avoid any possible retaliations;

Or. en

Amendment 73

Manuela Ripa
on behalf of the Verts/ALE Group

Draft opinion
Paragraph 4

Draft opinion

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to ***build coalitions*** and avoid any possible retaliations;

Amendment

4. Calls for thorough impact assessments and for the utmost transparency of the process leading to the CBAM, as well as engagement with the EU's trading partners to ***incentivise cooperation*** and avoid any possible retaliations;

Or. en

Amendment 74
Angelika Winzig

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Stresses that there are design options that allow existing carbon leakage measures to co-exist with the CBAM while not leading to double protection; therefore strongly urges the European Commission to develop a scenario in its upcoming impact assessment where existing carbon leakage measures are maintained alongside the CBAM.

Or. en

Amendment 75
Markus Buchheit, Roman Haider, Maximilian Krah

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Calls on the Commission not to allocate CBAM revenues as assigned own resources to Next Generation EU (NGEU) but to the various EU research programmes and use it as a mean to help SMEs and industry coping the burdens of the Green Deal policy;

Or. en

Amendment 76
Daniel Caspary

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Demands a holistic perspective ensuring that not only revenues, but also existing subsidies and competition rules are considered in the development of any CBAM; suggests a thorough assessment of implications for and by rules on the internal market;

Or. en

Amendment 77
Daniel Caspary

Draft opinion
Paragraph 4 b (new)

Draft opinion

Amendment

4b. Asks the Commission in its impact assessment to take into account further burdens for European companies in global competition if parts of their products become less competitive on global markets due to higher prices for imported preliminary products because of any CBAM; further asks the Commission to make WTO-compatible suggestions how to address this with EU-internal

measures;

Or. en

Amendment 78

Daniel Caspary

Draft opinion

Paragraph 4 c (new)

Draft opinion

Amendment

4c. Notes the difficulties related to the establishment of carbon footprints for products originating from both non-EU Member States as well as EU Member States and calls for continuous efforts to ensure comparability of carbon footprints for products regardless of their origin;

Or. en

Amendment 79

Jan Zahradil, Geert Bourgeois

on behalf of the ECR Group

Draft opinion

Paragraph 5

Draft opinion

Amendment

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be easy to administer ***and*** not place ***an undue*** burden on enterprises, especially small and medium-sized enterprises (SMEs).

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; ***emphasises therefore, that any CBAM design should be a complementary measure to the existing carbon leakage measures to better control the cost impact and to safeguard the EU industrial sectors' global level playing-field vis a vis third country competition with non-equivalent CO2 reduction targets and costs;*** stresses that any CBAM should be easy to administer ***should*** not place ***excessive***

financial and administrative burden on enterprises, especially small and medium-sized enterprises (SMEs) **and should not harm competitiveness of EU businesses and industries at a global stage.**

Or. en

Amendment 80

Massimiliano Salini, Andrey Kovatchev, Arnaud Danjean, Enikő Győri, Angelika Winzig, Jörgen Warborn

Draft opinion

Paragraph 5

Draft opinion

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs).

Amendment

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; ***emphasises therefore, that any CBAM design should be an additional and complementary measure to existing carbon leakage measures, at least in an initial phase, in order to better monitor the cost effect and to safeguard the global level of competitiveness of the EU industrial sectors vis a vis competition from third countries with non-equivalent CO2 reduction and cost reduction goals;*** stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs); ***notes that from a bureaucratic and implementation cost point of view, the CBAM should not be a complicated alternative to the instruments already in use.***

Or. en

Amendment 81

Manuela Ripa

Draft opinion
Paragraph 5

Draft opinion

5. Notes that **many** carbon- and trade-intensive industrial sectors **could potentially be impacted** by the CBAM, either directly or indirectly, and that **it could influence** supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs).

Amendment

5. Notes that ***the measure is part of the European Green Deal, the overarching strategy aiming at transforming the European Union into a modern, resource-efficient and competitive economy, where there are no net emissions of greenhouse gases in 2050; notes that the most*** carbon and trade-intensive industrial sectors ***would be covered*** by the CBAM, either directly or indirectly, and that supply chains ***need to internalise negative climate externalities as a necessary condition to achieve climate neutrality***; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs), ***by initially focusing on the most carbon-intensive industrial sectors.***

Or. en

Amendment 82

Marco Campomenosi, Herve Juvin, Danilo Oscar Lancini, Jean-Lin Lacapelle, Markus Buchheit

Draft opinion
Paragraph 5

Draft opinion

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs).

Amendment

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs), ***that need a stable and predictable policy and***

legislative framework in order to make the necessary investments, especially on national custom authorities and the implementation of the Union Customs Code, trying to balance between the complexity and efficiency of the instrument;

Or. en

Amendment 83
Jörgen Warborn

Draft opinion
Paragraph 5

Draft opinion

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs).

Amendment

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be ***introduced gradually to allow time for businesses to adjust***, easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs); ***stresses also that the ultimate aim must be to make the CBAM redundant as the rest of the world catches up with the level of ambition the EU has set for reducing CO2 emissions;***

Or. en

Amendment 84
Danilo Oscar Lancini

Draft opinion
Paragraph 5

Draft opinion

5. Notes that many carbon- and trade-intensive industrial sectors could

Amendment

5. Notes that many carbon- and trade-intensive industrial sectors could

potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs).

potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs), ***its implementation should not lead to abrupt modifications of existing provisions in order to secure legal certainty for long term investment decisions.***

Or. en

Amendment 85 **Christophe Hansen**

Draft opinion **Paragraph 5**

Draft opinion

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs).

Amendment

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; ***points therefore out, that any possible CBAM framework should be an additional measure to the existing carbon leakage measures under the EU ETS;*** stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs).

Or. en

Amendment 86 **Danuta Maria Hübner**

Draft opinion **Paragraph 5**

Draft opinion

Amendment

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and *that it* could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs).

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and *therefore should be consulted on all aspects of CBAM, that CBAM* could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs).

Or. en

Amendment 87
Daniel Caspary

Draft opinion
Paragraph 5

Draft opinion

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue burden on enterprises, especially small and medium-sized enterprises (SMEs).

Amendment

5. Notes that many carbon- and trade-intensive industrial sectors could potentially be impacted by the CBAM, either directly or indirectly, and that it could influence supply chains; stresses that any CBAM should be easy to administer and not place an undue *financial, organisational or administrative* burden on enterprises, especially small and medium-sized enterprises (SMEs).

Or. en

Amendment 88
Massimiliano Salini, Christophe Hansen, Jörgen Warborn, Angelika Winzig, Enikő Győri

Draft opinion
Paragraph 5 – point 1 (new)

Draft opinion

Amendment

(1) Is convinced that if the CBAM is designed and implemented as an import-

ETS system, maintaining the existing free allowances would not result to double protection.

Or. en

Amendment 89

Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. Calls for the resources generated by the CBAM to be re-invested in the development of carbon neutral technologies and the build-up of an independent agency responsible for the definition of carbon contents as well as market-entry prices; requests that the revenue is re-invested in the scope of the EU-budget; calls for the CBAM to be applicable to imports of all trading partners in order not to discriminate; however calls for part of the revenues from the CBAM to be channelled into an international fund for climate, such as the Green Climate Fund (GCF), to support developing countries in the sustainable transition, reduce their GHG emissions and enhance their ability to respond to climate change.

Or. en

Amendment 90

Danilo Oscar Lancini

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. Notes that the effectiveness of the CBAM will depend on the details of its

design and its ability to tackle delicate aspects: first, the issue of the source shifting which refers to the possibility that a third country producer exports to the EU the low carbon footprint products while selling products with high embedded emissions in other markets; secondly, the absorption of carbon costs since those costs in EU are applied to the entire production, while any border measure would likely apply only to the marginal tonnes that third countries' producers export to the EU, hence having the possibility to absorb such costs throughout their entire production.

Or. en

Amendment 91
Angelika Winzig

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. points out that keeping free certificate allocation in parallel with a new CBAM can also be an incentive for third country suppliers to produce cleaner and more environmentally friendly products, not only if they wish to export to Europe; notes that this effect would also be achieved in third markets, in particular EU export markets; notes that by obtaining the EU ETS, European companies through their competitiveness would lead as an example on international level and pressure for more environmentally friendly production on third country suppliers can be increased also in EU export markets.

Or. en

Amendment 92

Karin Karlsbro, Dita Charanzová, Liesje Schreinemacher, Urmas Paet, Svenja Hahn, Jérémy Decerle, Jordi Cañas, Samira Rafaela

**Draft opinion
Paragraph 5 a (new)**

Draft opinion

Amendment

5a. Considers that international trade and trade policy, as key enablers of the transition towards a climate neutral, resource efficient, circular global economy, need to support global efforts towards the achievement of the UN Sustainable Development Goals (SDGs) and international environmental commitments, such as the Paris Agreement, including efforts to reduce pollution, combat climate change and carbon leakage, and promote more sustainable production and consumption;

Or. en

**Amendment 93
Jörgen Warborn**

**Draft opinion
Paragraph 5 a (new)**

Draft opinion

Amendment

5a. Stresses that any mechanism must create an incentive for industries in the EU and abroad to produce clean and competitive products, and avoid carbon leakage, without endangering trade opportunities; highlights the role such a mechanism could play, if balanced and appropriately implemented, in energy intensive industries, such as steel, cement and aluminium, given the experienced trade exposure of those sectors and their participation in the ETS;

Or. en

Amendment 94

Marco Campomenosi, Herve Juvin, Danilo Oscar Lancini, Jean-Lin Lacapelle, Markus Buchheit

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. In this regard, recalls that the CBAM should comprise a complex and detailed method to calculate objectively the amount of carbon in the products included in its scope; for this purpose a strong system of the effective rules of origin (RoOs) is needed in order to avoid and reduce additional administrative and bureaucratic obstacles for companies, especially for the SMEs;

Or. en

Amendment 95

Annie Schreijer-Pierik

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. Stresses that any EU carbon border adjustment mechanism must comply with Article 2(1)(b) of the Paris Agreement^{1a} and must therefore not in any way endanger trade flows and supply chains that are important for European food production and food security;

Or. nl

Amendment 96

Manuela Ripa

on behalf of the Verts/ALE Group

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Stresses that the measure may have positive effects in terms of jobs by avoiding the substitution of EU production by production from third countries with lower climate ambition;*

Or. en

Amendment 97
Emmanuel Maurel, Helmut Scholz

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Calls that the power sector should be included in the specific cases of imports of high-carbon electricity.*

Or. en

Amendment 98
Jürgen Warborn

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5b. *Strongly emphasises that the success of European companies, including SMEs, depends on access to global markets; underlines the need to deduct costs incurred from carbon taxes, emissions rights under cap-and-trade schemes or equivalent climate mitigation measures, including those of a regulatory rather than a fiscal nature, in the country of production from payments at import under the mechanism and to avoid any discrimination based on origin;*

Amendment 99

Marco Campomenosi, Herve Juvin, Danilo Oscar Lancini, Jean-Lin Lacapelle, Markus Buchheit

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5b. Highlights that one of the purposes of the CBAM should be to spur the reshoring of EU manufacturing activities, especially in the context of the Covid19 crisis, considering the fact that the pandemic has further shown the risks of depending on third countries' economies and non-EU sources;

Or. en

Amendment 100

Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius, Raphaël Glucksmann

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5b. Calls for the establishment of a meticulous monitoring mechanism for the CBAM as well as a monitoring and review-process in which the European Parliament is involved to the fullest extent;

Or. en

Amendment 101

Karin Karlsbro, Dita Charanzová, Urmas Paet, Svenja Hahn, Jérémy Decerle, Jordi Cañas, Samira Rafaela

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5b. *Notes that special consideration must be taken with regards to least developed countries (LDCs) to make sure that a CBAM does not have negative effects on development;*

Or. en

Amendment 102
Jürgen Warborn

Draft opinion
Paragraph 5 c (new)

Draft opinion

Amendment

5c. *Expresses its deep concern over the erosion of the multilateral trading system and the effects from increased trade barriers and trade conflicts for the competitiveness of the EU economy; stresses that the introduction of a mechanism must not contribute to an increased insecurity in this regard; recognises that in order for the European industry to be competitive, it needs access to global supply chains for sourcing and further processing and to global markets; calls on the Commission to actively engage with trade partners' governments to ensure a continued dialogue on this initiative; underlines that trade policy can and should be used to promote a positive environmental agenda and to avoid major differences in environmental ambition between the EU and the rest of the world and that a carbon border adjustment mechanism should be designed as an action complementing actions under TSD chapters of the Union's FTAs;*

Or. en

Amendment 103

Joachim Schuster, Kathleen Van Brempt, Agnes Jongerius

Draft opinion

Paragraph 5 c (new)

Draft opinion

Amendment

5c. Calls for CBAM revenues to support global and European climate action; revenues could be channelled to different funds, such as: the Rapid Response Fund via a new own resource of the EU, an international climate fund to support least developed countries in their sustainable transition, an innovation fund for sustainable technologies for European industry and the establishment of an independent agency conducting the CBAM;

Or. en

Amendment 104

Karin Karlsbro, Dita Charanzová, Liesje Schreinemacher, Urmas Paet, Svenja Hahn, Jérémy Decerle, Jordi Cañas, Samira Rafaela

Draft opinion

Paragraph 5 c (new)

Draft opinion

Amendment

5c. Urges the Commission to advance environmental sustainability in the WTO, with the UN SDGs and the Paris Agreement at the core of its work, also by updating the multilateral rules;

Or. en

Amendment 105

Jörgen Warborn

Draft opinion

Paragraph 5 d (new)

5d. Calls on the Commission to intensify its efforts for global CO2 pricing and facilitating trade in climate and environmental protection technologies for instance through trade policy initiatives such as the WTO Environmental Goods Agreement;

Or. en