














# Procedure file

Basic information	
<p>COD - Ordinary legislative procedure (ex-codecision procedure) Directive</p> <p>2021/0211(COD)</p>	Awaiting Parliament's position in 1st reading
<p>Revision of the EU Emissions Trading System</p> <p>Amending Directive 2003/87/EC <a href="#">2001/0245(COD)</a> Amending Regulation 2015/757 <a href="#">2013/0224(COD)</a> Amending Decision 2015/1814 <a href="#">2014/0011(COD)</a></p> <p>Subject</p> <p>3.20.03 Maritime transport: passengers and freight 3.60.08 Energy efficiency 3.70.02 Atmospheric pollution, motor vehicle pollution 3.70.03 Climate policy, climate change, ozone layer 3.70.18 International and regional environment protection measures and agreements</p> <p>Legislative priorities</p> <p><a href="#">Joint Declaration 2021</a> <a href="#">Joint Declaration 2022</a></p>	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 <a href="#">Environment, Public Health and Food Safety</a>	 <a href="#">LIESE Peter</a>	17/09/2021
		Shadow rapporteur	
		 <a href="#">GUTELAND Jytte</a>	
		 <a href="#">WIESNER Emma</a>	
		 <a href="#">BLOSS Michael</a>	
		 <a href="#">LANCINI Danilo Oscar</a>	
		 <a href="#">VONDRA Alexandr</a>	
		 <a href="#">MODIG Silvia</a>	
	Committee for opinion	Rapporteur for opinion	Appointed
 <a href="#">Development</a>		14/12/2021	
	NI <a href="#">COMÍN I OLIVERES Antoni</a>		
 <a href="#">Transport and Tourism</a>		29/10/2021	
	 <a href="#">NOVAKOV Andrey</a>		
 <a href="#">Industry, Research and Energy</a> (Associated committee)		07/10/2021	
	 <a href="#">PEKKARINEN Mauri</a>		



[FERNANDES José](#)  
[Manuel](#)



[HAYER Valérie](#)

Council of the European Union  
European Commission

Commission DG


Commissioner

[Climate Action](#)

TIMMERMANS Frans

European Economic and  
Social Committee  
European Committee of the  
Regions

## Key events

14/07/2021	Legislative proposal published	<a href="#">COM(2021)0551</a>	Summary
13/09/2021	Committee referral announced in Parliament, 1st reading		
11/11/2021	Referral to associated committees announced in Parliament		
17/05/2022	Vote in committee, 1st reading		
24/05/2022	Committee report tabled for plenary, 1st reading	<a href="#">A9-0162/2022</a>	Summary
07/06/2022	Debate in Parliament		
08/06/2022	Decision by Parliament, 1st reading		
22/06/2022	Decision by Parliament, 1st reading	<a href="#">T9-0246/2022</a>	Summary
22/06/2022	Matter referred back to the committee responsible		

## Technical information

Procedure reference	2021/0211(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
	Amending Directive 2003/87/EC <a href="#">2001/0245(COD)</a> Amending Regulation 2015/757 <a href="#">2013/0224(COD)</a> Amending Decision 2015/1814 <a href="#">2014/0011(COD)</a>
Legal basis	Rules of Procedure EP 59-p4; Treaty on the Functioning of the EU TFEU 192-p1; Rules of Procedure EP 57
Mandatory consultation of other institutions	<a href="#">European Economic and Social Committee</a> <a href="#">European Committee of the Regions</a>
Stage reached in procedure	Awaiting Parliament's position in 1st reading
Committee dossier	ENVI/9/06891

Documentation gateway					
Legislative proposal		<a href="#">COM(2021)0551</a>	14/07/2021	EC	Summary
Document attached to the procedure		<a href="#">SEC(2021)0551</a>	14/07/2021	EC	
Document attached to the procedure		<a href="#">SWD(2021)0557</a>	14/07/2021	EC	
Document attached to the procedure		<a href="#">SWD(2021)0601</a>	14/07/2021	EC	
Document attached to the procedure		<a href="#">SWD(2021)0602</a>	14/07/2021	EC	
Reasoned opinion	CZ_SENATE	<a href="#">PE700.508</a>	02/12/2021	NP	
Economic and Social Committee: opinion, report		<a href="#">CES3918/2021</a>	08/12/2021	ESC	
Committee draft report		<a href="#">PE703.068</a>	24/01/2022	EP	
Amendments tabled in committee		<a href="#">PE703.069</a>	22/02/2022	EP	
Amendments tabled in committee		<a href="#">PE704.676</a>	24/02/2022	EP	
Amendments tabled in committee		<a href="#">PE719.647</a>	28/02/2022	EP	
Amendments tabled in committee		<a href="#">PE719.648</a>	01/03/2022	EP	
Amendments tabled in committee		<a href="#">PE719.795</a>	01/03/2022	EP	
Amendments tabled in committee		<a href="#">PE719.649</a>	02/03/2022	EP	
Amendments tabled in committee		<a href="#">PE719.792</a>	04/03/2022	EP	
Committee opinion	DEVE	<a href="#">PE704.668</a>	28/03/2022	EP	
Committee opinion	BUDG	<a href="#">PE700.653</a>	20/04/2022	EP	
Committee of the Regions: opinion		<a href="#">CDR4546/2021</a>	28/04/2022	CofR	
Committee opinion	ITRE	<a href="#">PE703.053</a>	05/05/2022	EP	
Committee opinion	TRAN	<a href="#">PE704.649</a>	10/05/2022	EP	
Committee report tabled for plenary, 1st reading/single reading		<a href="#">A9-0162/2022</a>	24/05/2022	EP	Summary
Text adopted by Parliament, partial vote at 1st reading/single reading		<a href="#">T9-0246/2022</a>	22/06/2022	EP	Summary

Additional information		
Research document	<a href="#">Briefing</a>	27/01/2022

## Revision of the EU Emissions Trading System

**PURPOSE:** to revise the EU Emissions Trading System (EU ETS) in line with the EU's more ambitious target of achieving net emission reductions of at least 55% by 2030, compared to 1990 levels.

**PROPOSED ACT:** Directive of the European Parliament and of the Council.

**ROLE OF THE EUROPEAN PARLIAMENT:** the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

**BACKGROUND:** the European Green Deal launched a new growth strategy for the EU that aims to transform the EU into a fair and prosperous society, with a modern, resource-efficient and competitive economy. The [European Climate Law](#) has made the EU's climate neutrality target by 2050 legally binding.

The Commission has presented a complementary and interconnected set of proposals as part of the 2030 Climate and Energy Fit for 55 package to achieve the greenhouse gas emission reduction target of at least 55% compared to 1990. This Fit for 55 legislative package is the

most comprehensive building block in the efforts to implement the ambitious new 2030 climate target, and all economic sectors and policies will need to make their contribution.

The sectors currently covered by the EU ETS account for around 41% of the EU's total emissions, so their contribution is crucial to achieving the overall target. The Commission stated however that if the legislation remains unchanged, the sectors currently covered by the EU ETS would instead achieve emission reductions of -51 % in 2030 compared to 2005.

The proposed reform should increase the environmental contribution of the EU ETS. While bringing the EU ETS in line with the overall target of at least -55% compared to 1990, the increased climate ambition of the EU should also be reflected in the contribution of sectors currently outside the EU ETS to the EU's climate efforts.

CONTENT: the proposal to amend Directive 2003/87/EC aims to revise and strengthen the EU ETS within its current scope, in line with the EU's more ambitious targets.

The main elements of the proposal are as follows:

#### Contribution of EU ETS sectors

The Commission proposes a reduction in emissions from the current EU ETS sectors, as well as an extension of the EU ETS to the maritime sector, of 61% by 2030 compared to 2005 levels (compared to the current contribution of the scheme to the EU climate target of -43%). To achieve this target, the Commission proposes a steeper annual emissions reduction of 4.2% (instead of 2.2% per year under the current system), following a one-off reduction of the overall emissions cap by 117 million allowances (re-basing').

#### Building and transport

In order to achieve a significant reduction in emissions from construction and road transport, the Commission proposes a new EU-wide emissions trading scheme, which would put a price on emissions from these sectors. This new and separate system would also be based on the principle of cap-and-trade to cut emissions in the most cost-effective way.

The new system is designed to start in an orderly, smooth and efficient manner from 2026, while delivering a clear signal on ambition. A certain amount of allowances would be frontloaded. The Market Stability Reserve will also operate in these new sectors. A specific mechanism is also proposed to contain excessive increases in the carbon price.

#### Maritime transport

The Commission proposes to extend the scope of the existing EU ETS to cover emissions from maritime transport from 2023 onwards to cover CO<sub>2</sub> emissions from large ships (gross tonnage over 5 000), regardless of their flag.

The extension will include all emissions from ships calling at an EU port for voyages within the EU (intra-EU) as well as 50% of the emissions from voyages starting or ending outside of the EU (extra-EU voyages), and emissions that occur when ships are at berth in EU ports.

In practice, shipping companies would have to buy and surrender EU ETS emission allowances for each tonne of CO<sub>2</sub> emissions carried over. They would be subject to a Member State administering authority that would ensure compliance by applying the same rules as for other ETS sectors.

It is proposed that the ETS be progressively extended to the maritime sector between 2023 and 2025. Thus, shipping companies would be required to surrender allowances according to the following schedule: (i) 20% of verified emissions reported for 2023; (ii) 45% of verified emissions reported for 2024; (iii) 70% of verified emissions reported for 2025; (iv) 100% of verified reported emissions for 2026 and each subsequent year.

The proposal includes provisions on penalties. Ships could also be refused entry into EU ports if the responsible shipping company has failed to surrender the necessary allowances for two or more consecutive years. A reporting and review clause is proposed in order to monitor the implementation of the rules applicable to the maritime sector and to take account of relevant developments at the level of the International Maritime Organisation (IMO).

#### Modernisation and Innovation Fund

In order to address the distributional and social effects of emissions trading, the Commission proposes to increase the Modernisation Fund by 2.5% of the Union-wide quantity of allowances to be used to fund the energy transition of the Member States with a gross domestic product (GDP) per capita below 65 % of the Union average in 2016-2018.

The scope of the Innovation Fund would also be extended to support innovation in low-carbon technologies and processes that address fuel consumption in the building and road transport sectors. In addition, the Fund should support investments to decarbonise the maritime transport sector, including investments in sustainable alternative fuels as well as zero-emission propulsion technologies such as wind technologies.

#### Market Stability Reserve

The Commission also reviewed the Market Stability Reserve and proposes to strengthen it, enabling it to absorb the historical surplus of allowances more quickly and to ensure market stability, notably by maintaining the currently increased annual intake rate of allowances.

## Revision of the EU Emissions Trading System

---

The Committee on the Environment, Public Health and Food Safety adopted the report by Peter LIESE (EPP, DE) on the proposal for a directive of the European Parliament and of the Council amending Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve for the Union greenhouse gas emission trading scheme and Regulation (EU) 2015/757.

The proposal aims to revise the EU greenhouse gas emission allowance trading system (EU ETS), in line with the Union's more ambitious targets of reducing net emissions by at least 55% by 2030 compared to 1990 levels.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative

procedure should amend the proposal as follows:

#### Accelerating the decarbonisation of industry through the ETS

Members wanted to significantly increase the level of ambition compared to the Commission's proposal.

The European Commission proposed a reduction in emissions from the current EU ETS sectors (and an extension to the maritime sector) of 61% by 2030 compared to 2005 levels. To achieve this target, the Commission proposed an acceleration of the annual emissions reduction to 4.2% from the year following the entry into force of the amended directive. Members wanted the reduction factor to be increased by 0.1 percentage points each year thereafter until 2030, compared to the previous year.

#### Municipal waste incineration plants

Members proposed that from 1 January 2026, the provisions of the ETS Directive would apply to greenhouse gas emissions permits and the allocation and issue of allowances for municipal waste incineration plants. From that date, the EU-wide quantity of allowances would be increased to take account of the inclusion of municipal waste incineration plants in the EU ETS.

#### Extension of the ETS to maritime transport

The allocation of allowances and surrender requirements for shipping activities would apply to 100% of emissions from ships on intra-EU routes and apply to 50% of emissions from extra-EU routes to and from the EU from 2024 until the end of 2026. From 2027 onwards, emissions from all trips should be covered at 100% with possible derogations for non-EU countries where coverage could be reduced to 50% under certain conditions, for example where a non-EU country has a carbon pricing mechanism in place at least equivalent to the EU ETS to cap and reduce its emissions. Members also want non-CO<sub>2</sub> GHG emissions to be included, such as methane and nitrogen oxides.

75 % of the revenues generated from the auctioning of maritime allowances shall be put into an Ocean Fund to support the transition to an energy efficient and climate resilient EU maritime sector.

#### Bonus-malus system

To incentivise best-performers and innovation, Members want to introduce a bonus-malus-system from 2025 so that the most efficient installations in a sector will get additional free allowances. An additional bonus should be granted to installations that not only perform at baseline but also perform better than the average of the top 10% in a given product class. Free allowances will be reduced (malus) if companies do not provide decarbonisation plans.

#### Phasing out of free allowances and disappearance of free allowances by 2030

Free allowances in the EU ETS should be phased out from 2025 and disappear by 2030, when the Parliament wants the carbon border adjustment mechanism (CBAM) to be fully operational. Free allowances should be reduced to 90% in 2025, 80% in 2026, 70% in 2027, 50% in 2028, 25% in 2029 and 0% in 2030.

#### A new ETS II for commercial buildings and transport

A separate new emissions trading system for fuel distribution for commercial road transport and buildings shall be established on 1 January 2025.

To prevent citizens from bearing additional energy costs, private buildings and private transport should not be included in the new ETS before 2029 and only subject to a thorough assessment by the Commission followed by a new legislative proposal to be agreed by Council and Parliament. Members also proposed to insert a price cap of EUR 50 so that if the average price of allowances in ETS II exceeds this cap prior to 1 January 2030, 10 million allowances should be released from the Market Stability Reserve.

Revenues from the auctioning of 150 million allowances under the ETS II shall be made available for the Social Climate Fund to address the challenges for low-income families.

#### Use of ETS revenues and support for new technologies

The report stated that a well-defined share of the auctioning revenue of the reformed and extended EU ETS should be used as an own resource to finance the Union budget as general revenue. The substantial amounts of revenue generated by the reinforced EU ETS, which Member States, apart from the share attributed to the Union budget, retain, should be used for purposes of the climate transition.

The scope of the Climate Investment Fund should be extended to support installation of non-breakthrough technologies in industrial processes that have a large greenhouse gas-saving potential but are not market-ready as well as innovation in low-carbon technologies and processes that concern the consumption of fuels in the sectors of buildings and road transport, including collective forms of transport. The Climate Investment Fund should not support nuclear energy-related activities.

Support from the Modernisation Fund should only be granted to Member States that have adopted legally binding targets for achieving climate neutrality by 2050 at the latest, as well as measures for the phasing out of all fossil fuels in a timeframe. Access to the Modernisation Fund should also be conditional on respect for the rule of law.

## Revision of the EU Emissions Trading System

---

The European Parliament adopted by 439 votes to 157, with 32 abstentions, amendments to the proposal for a directive of the European Parliament and of the Council amending Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve for the Union greenhouse gas emission trading scheme and Regulation (EU) 2015/75.

The matter was referred back to the committee responsible for inter-institutional negotiations.

The proposal aims to revise the EU greenhouse gas emissions trading scheme (EU ETS), in line with the Union's more ambitious targets to reduce net emissions by at least 55% by 2030 compared to 1990 levels.

The main amendments adopted in plenary are as follows:

#### Contribution of the sectors covered by the EU ETS

Parliament proposes a 63% (instead of 61%) reduction in emissions from current EU ETS sectors by 2030 compared to 2005 levels. To achieve this target, Members propose increasing the annual reduction of allowances to 4.4% until the end of 2025, then to 4.5% from 2026 and to 4.6% from 2029.

#### Disappearance of free allowances for the Carbon Border Adjustment Mechanism (CBAM) sectors by 2032

The free allowances in the ETS sectors covered by the Carbon Border Adjustment Mechanism (CBAM) should be phased out from 2027 and disappear by 2032 when Parliament wants the mechanism to be fully implemented - three years earlier than foreseen by the Commission. The free allowances should be reduced to 93% in 2027, 84% in 2028, 69% in 2029, 50% in 2030, 25% in 2031 and 0% in 2032.

#### Municipal waste incineration plants

From 1 January 2026, the provisions of the ETS Directive would apply to greenhouse gas emissions permits and the allocation and issue of allowances for municipal waste incineration plants. From that date, the EU-wide quantity of allowances would be increased to take account of the inclusion of municipal waste incineration plants in the EU ETS.

The Commission should submit a report by 31 December 2024 examining the possible impacts of the inclusion of municipal waste incineration plants in the EU ETS on the diversion of waste to landfills within the Union and on exports of waste to third countries. The report should also assess the possibility of including in the EU ETS other waste management processes, including landfills, which create emissions of methane and nitrous oxides in the EU. If appropriate, the Commission would accompany this report with a legislative proposal.

#### Extension of the ETS to maritime transport

The allocation of allowances and surrender requirements for shipping activities would apply to 100% of emissions from ships on intra-EU routes and apply to 50% of emissions from extra-EU routes to and from the EU from 2024 until the end of 2026. From 2027 onwards, emissions from all trips should be covered at 100% with possible derogations for non-EU countries where coverage could be reduced to 50% under certain conditions, for example where a non-EU country has a carbon pricing mechanism in place at least equivalent to the EU ETS to cap and reduce its emissions.

Members also want non-CO<sub>2</sub> GHG emissions to be included, such as methane and nitrogen oxides.

From 1 January 2024 and every year thereafter, shipping companies would be required to surrender allowances equal to 100% of the verified emissions reported for each of those years.

#### Ocean Fund

An Ocean Fund should be established from the revenues generated from the auctioning of allowances for shipping activities under the EU ETS to improve the energy efficiency of ships, to support investments to facilitate the decarbonisation of shipping, including short sea shipping and ports, and to provide training and retraining of the workforce. 75% of the revenues generated by the auctioning of maritime allowances should be used through Ocean Fund. In addition, the revenue generated from penalties imposed under the [FuelEU Maritime] Regulation should be allocated to the Ocean Fund as external earmarked revenue.

15% of the revenue of the Ocean Fund would be used to help protect, restore and better manage marine ecosystems affected by global warming, such as marine protected areas, and to promote a sustainable and cross-cutting blue economy, such as marine renewable energy.

#### New ETS II for commercial buildings and transport

A new, separate emissions trading scheme for the distribution of fuels for commercial road transport and buildings would be introduced on 1 January 2024.

In order not to place too great an economic burden on citizens, the provisions of the Directive would apply to the release for consumption of fuels used for combustion in private road transport and for private heating and cooling of residential buildings only from 1 January 2029, subject to an assessment by the Commission, followed by a new legislative proposal for a targeted revision

150 million allowances from emissions trading in the building and road transport sectors should also be made available to the Social Climate Fund to support social climate measures.

#### Bonus-malus system

For installations covered by the obligation to carry out an energy audit or to implement a certified energy management system, the free allocation of allowances would only be granted in full if the recommendations of the audit report or the certified energy management system are implemented, provided that the payback time for the corresponding investments does not exceed eight years and that the cost of these investments is proportionate.

Operators in sectors or subsectors eligible for free allocation should establish, by 1 July 2025, a decarbonisation plan for each of their installations for the activities covered by the Directive

Those who do not implement the recommendations made in energy audits, certify their energy systems or establish a decarbonisation plan for their installations would lose some or all of their free allowances.

#### Modernisation Fund and Climate Investment Fund

Support under the Modernisation Fund would only be granted to Member States that have adopted legally binding targets for achieving climate neutrality by 2050 at the latest, as well as measures for phasing out all fossil fuels within a defined timeframe.

100% of the financial resources from the Modernisation Fund would be used to support investments in areas such as (i) the generation of energy by hydrogen generators; (ii) reduction of overall energy use through demand management and energy efficiency, including in transport, buildings, agriculture and waste management; (iii) support for low-income households to combat fuel poverty; (iv) a just transition in carbon dependent regions of the beneficiary Member States; and (v) investments in the deployment of alternative fuel infrastructure.

Parliament also significantly increased the size of the Innovation Fund (to be renamed the Climate Investment Fund), which supports

innovation in technologies that significantly contribute to the decarbonisation of the ETS sectors.

Transparency				
DALUNDE Jakop G.	Shadow rapporteur for opinion	ITRE	12/10/2021	LKAB
NOVAKOV Andrey	Rapporteur for opinion	TRAN	11/01/2022	ACEA
KUMPULA-NATRI Miapetra	Shadow rapporteur for opinion	ITRE	14/01/2022	Fortum Oyj
NOVAKOV Andrey	Rapporteur for opinion	TRAN	14/01/2022	FEPOR
KUMPULA-NATRI Miapetra	Shadow rapporteur for opinion	ITRE	25/01/2022	EUROMETAUX
KUMPULA-NATRI Miapetra	Shadow rapporteur for opinion	ITRE	02/02/2022	Wärtsilä Corporation
KUMPULA-NATRI Miapetra	Shadow rapporteur for opinion	ITRE	02/02/2022	European Copper Institute
SKYTTEDAL Sara	Shadow rapporteur	ITRE	08/02/2022	SSAB
LIESE Peter	Rapporteur	ENVI	10/02/2022	European University Institute
LIESE Peter	Rapporteur	ENVI	11/02/2022	Verband Kommunaler Unternehmen e.V.
DALUNDE Jakop G.	Shadow rapporteur for opinion	TRAN	14/02/2022	Union of Greek Shipowners (477510929511-08)
LIESE Peter	Rapporteur	ENVI	16/02/2022	Klima Allianz Deutschland e.V.
LIESE Peter	Rapporteur	ENVI	18/02/2022	European Heat Industry
LIESE Peter	Rapporteur	ENVI	18/02/2022	Spark Change aktiv
NOVAKOV Andrey	Rapporteur for opinion	TRAN	21/02/2022	Volvo Group Representation (EU Office)
DALUNDE Jakop G.	Shadow rapporteur for opinion	TRAN	24/02/2022	Vattenfall (12955024114-93)
LIESE Peter	Rapporteur	ENVI	25/02/2022	WSM Wirtschaftsverband Stahl- und Metallverarbeitung e.V.
LIESE Peter	Rapporteur	ENVI	01/03/2022	European Environmental Bureau Germanwatch Transport & Environment CAN Europe WWF EU
LIESE Peter	Rapporteur	ENVI	11/03/2022	European Heat Pump Association
LIESE Peter	Rapporteur	ENVI	11/03/2022	BDI
WIESNER Emma	Shadow rapporteur	ENVI	14/03/2022	Green Growth Partnership

LIESE Peter	Rapporteur	ENVI	16/03/2022	Community of European Railway and Infrastructure Companies
LIESE Peter	Rapporteur	ENVI	22/03/2022	Bosch MAHLE ZF Group
LIESE Peter	Rapporteur	ENVI	23/03/2022	Fridays for Future
LIESE Peter	Rapporteur	ENVI	23/03/2022	Council of European Energy Regulators
LIESE Peter	Rapporteur	ENVI	24/03/2022	Eurochambers
LIESE Peter	Rapporteur	ENVI	25/03/2022	Commerzbank AG
LIESE Peter	Rapporteur	ENVI	29/03/2022	DENEFF
LIESE Peter	Rapporteur	ENVI	30/03/2022	Unternehmensverband Westfalen-Mitte Gebr. Grünwald GmbH & Co. KG WEPA Tilia BDI Verband DIE PAPIERINDUSTRIE
LIESE Peter	Rapporteur	ENVI	31/03/2022	RAC France Jacques Delors Institute
DALUNDE Jakop G.	Shadow rapporteur for opinion	TRAN	04/04/2022	Transport and Environment (58744833263-19)
LIESE Peter	Rapporteur	ENVI	06/04/2022	Pulp & Paper Industry
LIESE Peter	Rapporteur	ENVI	08/04/2022	Transport & Environment
LIESE Peter	Rapporteur	ENVI	11/04/2022	Germanwatch
LIESE Peter	Rapporteur	ENVI	11/04/2022	PCM Energy GmbH
LIESE Peter	Rapporteur	ENVI	12/04/2022	Transport & Environment
LIESE Peter	Rapporteur	ENVI	12/04/2022	Verein Deutscher Zementwerke e.V.
LIESE Peter	Rapporteur	ENVI	13/04/2022	Haus & Grund Deutschland, e.V.
LIESE Peter	Rapporteur	ENVI	13/04/2022	EUROPEAN TRADE UNION CONFEDERATION
LIESE Peter	Rapporteur	ENVI	14/04/2022	EUROPEAN TRADE UNION CONFEDERATION
LIESE Peter	Rapporteur	ENVI	14/04/2022	PGE Polska Grupa Energetyczna SA
LIESE Peter	Rapporteur	ENVI	14/04/2022	German Association of Automotive Industry (VDA)
LIESE Peter	Rapporteur	ENVI	20/04/2022	Citizens' Climate Europe Bürgerlobby Klimaschutz
LIESE Peter	Rapporteur	ENVI	22/04/2022	Transport & Environment
LIESE Peter	Rapporteur	ENVI	26/04/2022	Potsdam Insitut für Klimafolgenforschung ACEA
WIESNER Emma	Shadow rapporteur	ENVI	26/04/2022	Finska transportministern



LIESE Peter	Rapporteur	ENVI	27/04/2022	thyssenkrupp Steel Europe AG
LIESE Peter	Rapporteur	ENVI	27/04/2022	CAN Europe
LIESE Peter	Rapporteur	ENVI	29/04/2022	WV Stahl
LIESE Peter	Rapporteur	ENVI	29/04/2022	Cefic
LIESE Peter	Rapporteur	ENVI	06/05/2022	DENEFF
LIESE Peter	Rapporteur	ENVI	11/05/2022	WKÖ-Fachverband für die Stein- und keramische Industrie
LIESE Peter	Rapporteur	ENVI	18/05/2022	Community of European Railway and Infrastructure Companies
LIESE Peter	Rapporteur	ENVI	19/05/2022	Fertilizers Europe
LIESE Peter	Rapporteur	ENVI	23/05/2022	Association Française des Entreprises Privées / French Association of Large Companies BUSINESSEUROPE CLG Europe Carbon Market Watch Clean Air Task Force, Inc. Confederation of Norwegian Enterprise EUROMETAUX European Copper Institute FuelsEurope Germanwatch Glass for Europe HeidelbergCement AG Hydrogen Europe Intercontinental Exchange, Inc. Norwegian Confederation of Trade Unions RWE AG Rolls-Royce plc Verband Kommunalen Unternehmen e.V. Wirtschaftskammer Österreich Zero Waste Europe SAK Finnish Trade Unions Bundesverband Deutscher Omnibusunternehmen e.V. (bdo) Confederation of the Finnish Industries Cruise Lines International Association CLIA Federation of European Private Port Companies and Terminals FEPORT EUROFER BASF European Federation of Local and Regional Energy Companies CEDEC Confederation of European Paper Industries CEPI Austrian Federal Economic Chamber Fortum European Industrial Gases Association, EIGA Climate Action Network (CAN) Europe WWF Confederation of European Waste-to-Energy Plants CEWEP Bundesverband der Deutschen Kalkindustrie e. V. (BVK) Iberdrola European Roundtable on Climate Change and Sustainable Transition (ERCST)

				European Chemical Industry Council CEFIC International Emissions Trading Association IETA Sycdom H2 Green Steel
LIESE Peter	Rapporteur	ENVI	24/05/2022	Bund für Umwelt und Naturschutz Deutschland e. V. Verein Deutscher Zementwerke e.V. Bundesverband der Deutschen Entsorgung-, Wasser- und Rohstoffwirtschaft REMONDIS Sustainable Services GmbH
LIESE Peter	Rapporteur	ENVI	20/06/2022	Germanwatch
LIESE Peter	Rapporteur	ENVI	20/06/2022	BBVA
LIESE Peter	Rapporteur	ENVI	20/06/2022	Fridays for Future
LIESE Peter	Rapporteur	ENVI	20/06/2022	Deutsches Institut für Wirtschaftsforschung
LIESE Peter	Rapporteur	ENVI	20/06/2022	Carbon Market Watch Climate Action Network Europe Sandbag Climate Campaign
LIESE Peter	Rapporteur	ENVI	20/06/2022	EUROFER
LIESE Peter	Rapporteur	ENVI	21/06/2022	Fridays for Future
LIESE Peter	Rapporteur	ENVI	06/07/2022	American Chamber of Commerce to the European Union
LIESE Peter	Rapporteur	ENVI	06/07/2022	Bayer AG
ROS SEMPERE Marcos	Member	08/02/2022	Oficemen	
KAMMEREVERT Petra	Member	31/05/2022	thyssenkrupp Steel Europe AG	
WÖLKEN Tiemo	Member	21/06/2022	Arcelor Mittal Bremen	
WÖLKEN Tiemo	Member	21/07/2022	Steelwind Nordenham	