AMENDMENTS
385 - 624

Draft report
David Casa, Esther de Lange
(PE703.206v02-00)

Establishing a Social Climate Fund

Proposal for a regulation
Proposal for a regulation
Article 1 – paragraph 1

Text proposed by the Commission

The Social Climate Fund (‘the Fund’) is established.

Amendment

The Union’s various financial instruments shall provide support to Member States for the financing of the measures and investments included in their Social Climate Plans (‘the Plans’).

Proposal for a regulation
Article 1 – paragraph 2

Text proposed by the Commission

It shall provide support to Member States for the financing of the measures and investments included in their Social Climate Plans (‘the Plans’).

Amendment

Or. fi

Proposal for a regulation
Article 1 – paragraph 2

Text proposed by the Commission

Or. fi
It shall provide support to Member States for the financing of the measures and investments included in their Social Climate Plans (‘the Plans’).

Amendment 388
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 1 – paragraph 2

Text proposed by the Commission

It shall provide support to Member States for the financing of the measures and investments included in their Social Climate Plans (‘the Plans’).

Amendment

It shall temporarily provide support to Member States for the financing of the measures and investments included in their Social Climate Plans (‘the Plans’).

(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)

Or. en

Amendment 389
Edina Tóth, Ádám Kósa

Proposal for a regulation
Article 1 – paragraph 3

Text proposed by the Commission

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in

Amendment

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly increased by climate ambition.

Or. en
Justification

The proposal to establish an Emission Trading System for buildings and transport is unacceptable. Due to the wide variety of income levels among Member States, it is impossible to find a just and proportionate price of emissions. Although the measure would put a disproportionate burden on citizens its impact on climate protection would be limited. However additional financial resources are needed for Member States to achieve the increased climate targets.

Amendment 390
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 1 – paragraph 3

Text proposed by the Commission

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).

Amendment

The measures and investments supported by the Fund shall directly benefit households in energy poverty and people facing mobility poverty, in particular households in energy poverty living in worst performing buildings or in social housing, as well as people living in rural, insular, mountainous, and remote areas, including peri-urban areas, with low or no access to basic services or public transport.

Amendment 391
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Carmen Avram, Gabriele Bischoff, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 1 – paragraph 3
The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).
Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 1 – paragraph 3

Text proposed by the Commission

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).

Amendment

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the cost implications of the transition to climate neutrality and the soaring energy prices due to reliance on fossil fuels, especially households in energy poverty and citizens without public transport alternative to individual cars in remote, insular, and rural areas and carbon intensive regions with high unemployment.

Or. en

Amendment 394
Beata Szydło, Elżbieta Rafalska, Grzegorz Tobiszowski, Jadwiga Wiśniewska, Andrey Slabakov, Margarita de la Pisa Carrión, Anna Zalewska, Alexandr Vondra

Proposal for a regulation
Article 1 – paragraph 3

Text proposed by the Commission

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).

Amendment

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by costs generated by the EU climate policy, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).

Or. en
Amendment 395
Ondřej Knotek, Marie-Pierre Vedrenne, Pascal Canfin,Dragoș Pîslaru, Lucia Ďuriš Nicholsonová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Ilana Cicurel, Jordi Cañas, Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk, Anna Júlia Donáth, Susana Solís Pérez, Frédérique Ries, María Soraya Rodríguez Ramos, Catherine Chabaud

Proposal for a regulation
Article 1 – paragraph 3

*Text proposed by the Commission*

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).

*Amendment*

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens in mobility poverty.

Or. en

Amendment 396
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 1 – paragraph 3

*Text proposed by the Commission*

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).

*Amendment*

The measures and investments supported by the Fund shall benefit households, micro-enterprises, SMEs and transport users, which are vulnerable and particularly affected by the green transition namely by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC.
remote and rural areas).

Justification

All vulnerable households (as defined in Article 2) will be significantly affected by the raise in prices of heating and transport fuel, therefore, this specification should be deleted.

Amendment 397
Michal Wiezik, Martin Hojsík, Michal Šimečka, Lucia Ďuriš Nicholsonová

Proposal for a regulation
Article 1 – paragraph 3

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).</td>
<td>The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens in mobility poverty, especially those with no accessible and/or affordable alternative to individual internal combustion cars (in remote and rural areas), in Member States with low share of electric vehicles and/or unaffordable prices of such vehicles calculated based on the median income.</td>
</tr>
</tbody>
</table>

Or. en

Amendment 398
Alexander Bernhuber, Angelika Winzig, Christian Sagartz

Proposal for a regulation
Article 1 – paragraph 3

<table>
<thead>
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<tbody>
<tr>
<td>The measures and investments supported</td>
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</tr>
</tbody>
</table>
by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).

Amendment 399
Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk

Proposal for a regulation
Article 1 – paragraph 3

Text proposed by the Commission

The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).

Amendment

The measures and investments supported by the Fund shall benefit households, vulnerable SMEs, vulnerable micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars, paying a special attention to those living in remote and rural areas.
### Amendment 400
**Martin Hojsík, Michal Wiezik, Michal Šimečka, Catherine Chabaud**

**Proposal for a regulation**
**Article 1 – paragraph 3**

<table>
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<td>The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).</td>
<td>The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially <strong>vulnerable consumers</strong>, households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).</td>
</tr>
</tbody>
</table>

Or. en

### Amendment 401
**Joëlle Mélin, Dominique Bilde, Catherine Griset, Aurélia Beigneux, France Jamet**

**Proposal for a regulation**
**Article premier – paragraph 3**

<table>
<thead>
<tr>
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<td>The measures and investments supported by the Fund shall benefit households, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).</td>
<td>The measures and investments supported by the Fund shall benefit households, <strong>SMEs</strong>, micro-enterprises and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).</td>
</tr>
</tbody>
</table>

Or. fr
Amendment 402
Jessica Polfjärd

Proposal for a regulation
Article 1 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

The establishment of this Fund shall be conditioned on the inclusion of buildings and road transport in Directive 2003/87/EC.

Or. en

Amendment 403
Teuvo Hakkarainen

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Or. fi
Amendment 404
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment

The general objective of the Fund is to accelerate the green transition to a climate-neutral, sustainable, non-toxic, resource-efficient, renewable energy-based, resilient and competitive circular economy in a just, equitable and inclusive way by 2050 at the latest, in line with the Union’s commitments under the Paris Agreement, the European Pillar of Social Rights and the UN Sustainable Development Goals, while leaving no one behind, and to contribute to eradicating energy and mobility poverty in the Union and its Member States.

The specific objective of the Fund is to contribute to eradicate energy and mobility poverty across the Union, through targeted measures and investments intended to phase out the reliance on fossil fuels, increase energy efficiency of buildings, combined with access to renewable energy sources for heating and cooling of buildings, and grant improved access to zero-emission sustainable mobility solution and integrated mobility services.

Or. en

Amendment 405
Leila Chaibi, Petros Kokkalis, Özlem Demirel, Konstantinos Arvanitis, Eugenia Rodriguez Palop, Nikolaj Villumsen, Marc Botenga, José Gusmão, Manuel Bompard,
Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment

The general objective of the Fund is to contribute to the socially fair alleviation of energy and transport poverty by having the objective of reducing climate inequalities and by providing support and empowering local communities, vulnerable households, vulnerable micro-enterprises and vulnerable transport users, especially those classed as vulnerable or with low capacity to invest. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support until investments have allowed for affordable and accessible low-carbon alternatives to be created, and through targeted measures and investments intended to phase-out fossil fuels, increase energy efficiency and energy performance of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Or. en

Amendment 406
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Gabriele Bischoff, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to

Amendment

The general objective of the Fund is to
contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

contribute to the transition towards climate neutrality by addressing the social impacts of that transition, and to ensure the ability of vulnerable households, self-employed and transport users to participate in and adapt to the transition, to reduce energy poverty and enlarge the access to affordable and sustainable green transport and mobility means. The specific objective of the Fund is to support vulnerable households, vulnerable self-employed and vulnerable transport users, especially those in energy poverty, and/or those in the lowest income deciles, or with low capacity to invest in, or limited access to, alternative and energy efficient heating, cooling and sustainable and affordable transport modes, through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to affordable and sustainable zero emission mobility and transport, as well as to mitigate the negative impacts of the transition to climate neutrality on vulnerable households and tackle their social exclusion.

Amendment 407
Radan Kanev, Christophe Hansen, Dan-Ştefan Motreanu, Inese Vaidere

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC.

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the increased EU climate ambitions, embedded in the new climate policies and
transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

the increased carbon pricing. The specific objective of the Fund is to support vulnerable households, vulnerable SMEs and micro-enterprises and vulnerable transport users through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to more efficient mobility and transport, and - as a measure of last resort - through temporary direct income support.

Amendment 408
Beata Szydło, Elżbieta Rafalska, Grzegorz Tobiszowski, Jadwiga Wiśniewska, Andrey Slabakov, Margarita de la Pisa Carrión, Anna Zalewska, Alexandr Vondra

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social consequences of the challenges of the green transition. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration and storage of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.
Amendment 409
Edina Tóth, Ádám Kósa

Proposal for a regulation
Article 1 – paragraph 4

*Text proposed by the Commission*

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the *inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC*. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

*Amendment*

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the *increased climate ambition*. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration *and storage* of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

*Justification*

*The proposal to establish an Emission Trading System for buildings and transport is unacceptable. Due to the wide variety of income levels among Member States, it is impossible to find a just and proportionate price of emissions. Although the measure would put a disproportionate burden on citizens its impact on climate protection would be limited. However additional financial resources are needed for Member States to achieve the increased climate targets.*

Amendment 410
Martin Hojsík, Michal Wiezik, Michal Šimečka, Catherine Chabaud

Proposal for a regulation
Article 1 – paragraph 4
The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment 411
Michal Wiezik, Martin Hojsík, Michal Šimečka, Lucia Ďuriš Nicholsonová

Proposal for a regulation
Article 1 – paragraph 4

The general objective of the Fund is to contribute to the just and ecological transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, and reflecting the fact that the carbon market contributes already a share, albeit minor, of the energy price increases. The specific
objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero-emission mobility and transport with the objective to gradually phase out fossil fuels dependence and making respective choices more affordable.

Amendment 412
Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment

The general objective of the Fund is to contribute to the green and digital twin transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable SMEs, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support in duly justified cases and through measures and investments intended to increase energy efficiency of buildings, using sustainable construction materials, decarbonisation of heating and cooling of buildings, including the integration and storage of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport as well as ensuring the mitigation of the negative impact on
Amendment 413
Marie-Pierre Vedrenne, Ondřej Knotek, Pascal Canfin, Dragoș Pîslaru, Lucia Ďuriš Nicholsonová, Nils Torvalds, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Ilana Cicurel, Jordi Cañas, Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk, Anna Júlia Donáth, Susana Solís Pérez, Frédérique Ries, María Soraya Rodríguez Ramos, Catherine Chabaud

Proposal for a regulation
Article 1 – paragraph 4

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment

The general objective of the Fund is to contribute to a socially fair transition towards climate neutrality notably by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport with the objective to gradually phase out fossil fuels dependence.

Amendment 414
Sirpa Pietikäinen

Proposal for a regulation
Article 1 – paragraph 4
The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment 415
Linea Søgaard-Lidell, Asger Christensen, Jan Huitema, Abir Al-Sahlani, Emma Wiesner, Caroline Nagtegaal

Proposal for a regulation
Article 1 – paragraph 4

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, installation of renewable energy systems, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.
cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment 416
Joëlle Mélin, Dominique Bilde, Catherine Griset, Aurélia Beigneux, France Jamet

Proposal for a regulation
Article premier – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality by avoiding, as a priority, the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment 417
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 1 – paragraph 4
The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

**Justification**

*It should not be limited the ability of Member States to provide longer term direct income support when it may be justified. Therefore, "temporary" should be deleted.*

**Amendment 418**

**Sara Skyttedal**

**Proposal for a regulation**

**Article 1 – paragraph 4**

**Text proposed by the Commission**

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.
temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

temporary support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable and nuclear sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment 419
Susana Solís Pérez, Jordi Cañas, María Soraya Rodríguez Ramos

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment 420
Gheorghe Falcá, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Eugen Tomac
Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable and carbon neutral sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises, vulnerable SMES and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable and carbon neutral sources, and granting improved access to efficient and affordable zero- and low-emission mobility and transport while maintaining technology neutrality.

Or. en

Amendment 421
Alexander Bernhuber, Angelika Winzig, Christian Sagartz

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts, in the introductory phase, of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-
vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

enterprises and vulnerable transport users through national measures providing temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment 422
Inese Vaidere

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC. The specific objective of the Fund is to support vulnerable households, vulnerable micro-enterprises, vulnerable SMEs and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport.

Amendment 423
Daniela Rondinelli

Proposal for a regulation
Article 1 – paragraph 4 a (new)

Text proposed by the Commission

In order to fully support the energy transition, the Fund must also take account of both endogenous and exogenous factors that determine the cost of energy, as well as the technologies used and, more generally, the transition itself. It must also adapt to changes in global macroeconomic and financial scenarios that may have a significant impact on the process of green transition, by increasing economic and social inequalities, affecting the most fragile and vulnerable citizens and micro-enterprises.

Amendment

Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 1 – paragraph 4 a (new)

Text proposed by the Commission

In line with these objectives, the Fund shall not provide any support to measures and investments which could prolong the reliance on fossil fuels or lead to carbon lock-in, while hampering or delaying the deployment of renewable energy sources.

Amendment

Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão
Proposal for a regulation
Article 1 – paragraph 4 a (new)

Text proposed by the Commission

In line with those objectives, the Fund shall not provide support to activities that may prolong the reliance on or the use of fossil fuels.

Amendment

Amendment 426

Proposal for a regulation
Article 1 – paragraph 4 a (new)

Text proposed by the Commission

The measures and investments supported by the Fund shall not provide any support which prolongs the use of fossil fuels.

Amendment

Amendment 427
Katrin Langensiepen, Sara Matthieu on behalf of the Greens/EFA Group

Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and

Amendment

(1) ‘deep building renovation’ means deep building renovation, as defined in Article 2(19) of recast EPBD]
cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment 428
Javi López, Lina Gálvez Muñoz, César Luen, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment

(1) ‘building renovation’ means all kinds of holistic building renovation, which includes a comprehensive approach to the energy, accessibility, spatial and structural performance of the building, including in particular the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, ventilation, the decarbonisation of heating and cooling, the replacement of appliances and lighting for more efficient ones, the upgrade of electrical installations for more efficient ones, adaptation of housing for people with any type of disability and the installation of on-site production of energy from renewable sources, and including all kinds of safety-related renovation works undertaken at the same time, such as seismic protection, electrical safety, smoke detection and alarm, automatic fire suppression, smoke management and fire compartmentation;

Amendment 429
Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodriguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão
Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means **all kinds of energy-related** building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment

(1) ‘building renovation’ means **alterations to a building with the aim to improve energy performance and indoor climate**, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the installation or replacement of ventilation, the replacement of lighting, heating, cooling and cooking hot water, and white appliances, and the installation of on-site production of energy from renewable sources **or the connection to energy from renewable sources produced nearby**, as well as the professional removal of harmful substances such as asbestos;

Amendment 430
Esther de Lange, David Casa

Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means **all kinds of energy-related** building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment

(1) ‘building renovation’ means **any kind** of energy-related building renovation action aiming at reducing its energy consumption, including: the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows; **passive ventilation ; the installation of hybrid heat pumps**; the replacement of heating, cooling and cooking appliances; and the installation of on-site production **or the connection to nearby systems using energy from renewable sources**;

Or. en
Amendment 431
Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment

(1) ‘building renovation’ means all kinds of holistic energy-related building renovation, which includes a comprehensive approach to the energy, accessibility, spatial and structural performance of the building, including in particular the insulation of the building envelope, that is to say the walls, the roof, the floor, the replacement of the windows, the ventilation, the replacement of the heating, cooling and cooking appliances, the adaptation of housing for people with any type of disability and the installation of on-site production of energy from renewable sources as well as its storage;

Or. es

Amendment 432
Beata Szydło, Elżbieta Rafalska, Grzegorz Tobiszowski, Jadwiga Wiśniewska, Andrey Slabakov, Margarita de la Pisa Carrión, Anna Zalewska, Alexandr Vondra

Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources as well as its storage;
Amendment 433
Adam Jarubas, Krzysztof Hetman

Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment

(1) ‘building renovation’ means all kinds of energy-related and accompanying safety-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, the upgrade of electrical installations and the installation of on-site production and storage of energy from renewable sources;

Or. en

Amendment 434
Michal Wiezik, Martin Hojsík, Michal Šimečka, Lucia Řuriš Nicholsonová

Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources or heat recuperation system;

Or. en
Amendment 435
Edina Tóth, Ádám Kósa

Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources as well as its storage;

Or. en

Amendment 436
Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Eugen Tomac

Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable and carbon neutral sources;

Or. en

Amendment 437
Sara Skyttedal
Proposal for a regulation
Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable sources;

Amendment

(1) ‘building renovation’ means all kinds of energy-related building renovation, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the replacement of heating, cooling and cooking appliances, and the installation of on-site production of energy from renewable and fossil free sources;

Proposal for a regulation
Article 2 – paragraph 1 – point 2

Text proposed by the Commission

(2) ‘energy poverty’ means energy poverty as defined in point [(49)] of Article 2 of Directive (EU) [yyyy/nnn] of the of the European Parliament and of the Council;

Amendment

(2) ‘energy poverty’ means the situation defined in Article 2(49) of the Energy Efficiency Directive recast


28a While it is left to Member States to define the concept of ‘vulnerable customers’, it comprises households
unable to heat or cool their homes adequately and/or having arrears in paying their utility bills in line with Commission Recommendation on energy poverty, C/2020/9600 final (OJ L 357, 27.10.2020, p. 35).


Amendment 439

Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation

Article 2 – paragraph 1 – point 2

Text proposed by the Commission

(2) ‘energy poverty’ means energy poverty as defined in point [(49)] of Article 2 of Directive (EU) [yyyy/nnn] of the of the European Parliament and of the Council; 50

Amendment

(2) ‘energy poverty’ means a household’s inability to meet its basic energy supply needs and lack of access to essential energy services as to guarantee basic levels of comfort and health, a decent standard of living, including adequate heating and cooling, lighting, and energy to power appliances, in the relevant national context, existing social policy and other relevant policies, as a result of an insufficient disposable income;

Amendment 440
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 2 – paragraph 1 – point 2

Text proposed by the Commission

(2) ‘energy poverty’ means energy poverty as defined in point [(49)] of Article 2 of Directive (EU) [yyyy/nnn] of the of the European Parliament and of the Council;

Amendment

(2) ‘energy poverty’ means a household’s lack of access to adequate, affordable, reliable, quality, safe and environmentally sound energy services that underpin a decent standard of living and health, including adequate warmth, cooling, lighting, and energy to power appliances, due to, inter alia, low quality housing, as well as low-levels incomes;

____________________

Amendment 441
Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 2 – paragraph 1 – point 2

Text proposed by the Commission

(2) ‘energy poverty’ means energy poverty as defined in point [(49)] of Article 2 of Directive (EU) [yyyy/nnn] of the of the European Parliament and of the Council;

Amendment

(2) ‘energy poverty’ means a household’s lack of access and affordability of essential energy services that underpin a decent standard of living and health, including adequate warmth, cooling, lighting, and energy to power appliances, in the relevant national context, existing social policy and other relevant policies;
Amendment 442
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Gabriele Bischoff, Ilan De Basso, Heléne Fritzon, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 2 – paragraph 1 – point 2

Text proposed by the Commission

(2) ‘energy poverty’ means energy poverty as defined in point [(49)] of Article 2 of Directive (EU) [yyyy/nnn] of the of the European Parliament and of the Council50;

Amendment

(2) ‘energy poverty’ means the inability of a household to support an adequate level of energy supply so as to guarantee basic levels of comfort and health, due to a combination of low income, high-energy prices and low quality, poor performing housing stock;

Amendment 443
Andrey Slabakov, Alexandr Vondra, Pietro Fiocchi

Proposal for a regulation
Article 2 – paragraph 1 – point 2

Text proposed by the Commission


Amendment


Or. en
(2) ‘energy poverty’ means energy poverty as defined in point [(49)] of Article 2 of Directive (EU) [yyyy/nnn] of the of the European Parliament and of the Council;  

Amendment 444
Marie-Pierre Vedrenne, Ondřej Knotek, Pascal Canfin, Dragoș Pîslaru, Lucia Řuriš Nicholsonová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Martin Hojsík, Ilana Cicurel, Jordi Cañas, Anna Júlia Donáth, Susana Solís Pérez, Frédérique Ries, Michal Wiezik, María Soraya Rodríguez Ramos, Catherine Chabaud, Michal Šimečka

Proposal for a regulation
Article 2 – paragraph 1 – point 2

Text proposed by the Commission

(2) ‘energy poverty’ means energy poverty as defined in point [(49)] of Article 2 of Directive (EU) [yyyy/nnn] of the of the European Parliament and of the Council;  

Amendment

(2) ‘energy poverty’ means a household’s lack of access to essential energy services that underpin a decent standard of living and health, including adequate warmth, cooling, lighting, and energy to power appliances, in the relevant national context, existing social policy and other relevant policies as defined in point [(49)] of Article 2 of Directive (EU) [yyyy/nnn] of the of the European Parliament and of the Council;  

Amendment 445
Edina Tóth, Ádám Kósa

Proposal for a regulation
Article 2 – paragraph 1 – point 2

Text proposed by the Commission

(2) ‘energy poverty’ means energy poverty as defined in point [(49)] of Article 2 of Directive (EU) [yyyy/nmn] of the of the European Parliament and of the Council50; in line with the latter definition, Member States determine their respective range and proportion of vulnerable consumer groups affected by energy poverty within their territory, based on national specificities;


Amendment

(2) ‘energy poverty’ means energy poverty as defined in point [(49)] of Article 2 of Directive (EU) [yyyy/nmn] of the of the European Parliament and of the Council50; in line with the latter definition, Member States determine their respective range and proportion of vulnerable consumer groups affected by energy poverty within their territory, based on national specificities;


Or. en

Justification

It is of key importance that each Member State should be able to determine the range and proportion of vulnerable consumer groups affected by energy poverty. The relevant provision of the Directive is respected, but it is also essential that specific circumstances of Member States be taken into account. The main problem is that an individual who may be classified as vulnerable in a rich Member State on the basis of development and income at EU level, would not be classified as vulnerable in less developed countries, so there is a risk that the compensation is unequal at EU level.

Amendment 446
Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Eugen Tomac

Proposal for a regulation
Article 2 – paragraph 1 – point 2 a (new)
‘transport poverty’ means poverty affecting households and users that have a high share of mobility expenditure to disposable income or a limited availability of affordable, efficient interconnected modes of individual or public transport required to meet essential socio-economic needs, with a particular focus on households in rural, insular, mountainous, outermost regions, remote and less accessible areas or less developed regions or territories, including less developed peri-urban areas, caused by one or a combination of the following factors: high fuel expenditures, the phase-out of fossil fuels, high costs of the uptake of zero or low-carbon vehicles, non-sufficient transport infrastructure and alternative fuel infrastructure including electric charging, high costs or lack of availability of adequate, efficient and affordable public modes of transport;

Amendment 447
Ondřej Knotek, Marie-Pierre Vedrenne, Pascal Canfin, Dragoş Pîslaru, Lucia Řuríčová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Martin Hojsík, Ilana Cicurel, Jordi Cañas, Anna Júlia Donáth, Susana Solís Pérez, Frédérique Ries, Michal Wiezik, María Soraya Rodríguez Ramos, Catherine Chabaud, Michal Šimečka

Proposal for a regulation
Article 2 – paragraph 1 – point 2 a (new)

‘mobility poverty’ means households that have a disproportionate share of mobility expenditure to their disposable income or a limited availability of affordable public or alternative modes of transport required to meet essential socio-economic needs, with a particular focus on households in rural, insular, outermost regions, mountainous, remote
and less accessible areas or less developed regions or territories, including less developed (peri-)urban areas, caused by one or a combination of factors: high fuel prices, the phase-out of internal combustion engine cars, high costs for the replacement of internal combustion engine cars with zero-emission cars, high-costs or lack of availability of adequate, affordable public or alternative modes of transport;

Amendment 448
Andrey Slabakov, Alexandr Vondra, Pietro Fiocchi

Proposal for a regulation
Article 2 – paragraph 1 – point 2 a (new)

Text proposed by the Commission  
Amendment

(2a) 'transport poverty' means transport poverty as defined in the submitted Plan of each Member State, in accordance with Article 3(1a);

Or. en

Amendment 449
Leila Chaibi, Petros Kokkalis, Özlem Demirel, Konstantinos Arvanitis, Eugenia Rodríguez Palop, Nikolaj Villumsen, José Gusmão, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz

Proposal for a regulation
Article 2 – paragraph 1 – point 2 a (new)

Text proposed by the Commission  
Amendment

(2a) "Mobility poverty” means the inability for households to afford the necessary travels required to meet their essential socio-economic needs in a given context which can be caused by one, or by the combination, of the following factors,
depending on national and local specificities: low income, high fuel expenditures and/or high costs of public transports, lack of other mobility affordable and adequate alternatives, in particular in terms of accessibility and location, travelled distances, transport practices and the poor performance of vehicles.

Amendment 450
Inese Vaidere

Proposal for a regulation
Article 2 – paragraph 1 – point 5

Text proposed by the Commission

(5) ‘household’ means private household as defined in Article 2, point (15) of Regulation (EU) 2019/1700 of the European Parliament and of the Council\(^1\);

Amendment

(5) ‘household’ means private or rented household as defined in Article 2, point (15) of Regulation (EU) 2019/1700 of the European Parliament and of the Council\(^1\);


Amendment 451
(6) ‘milestone’ means a qualitative achievement used to measure progress towards the achievement of a measure or investment;

(7) ‘target’ means a quantitative achievement used to measure progress towards the achievement of a measure or investment;

(8a) ‘energy produced from low-carbon emission sources’ means energy produced using processes not deemed to be renewable but which have a limited carbon impact, which meets the principle of ‘do no significant harm’ and falls within the scope of Regulation (EU) 2020/852 of the European Parliament and
Amendment 454
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Gabriele Bischoff, Ilan De Basso, Heléne Fritzon, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 2 – paragraph 1 – point 9

Text proposed by the Commission

(9) ‘micro-enterprise’ means an enterprise that employs fewer than 10 persons and whose annual turnover or annual balance sheet does not exceed EUR 2 million, calculated in accordance with Articles 3 to 6 of Annex I to Commission Regulation (EU) No 651/201453;

Amendment

(9) ‘self-employed persons’ mean those who work in their own business, professional practice or farm for the purpose of earning a profit, and who employ no other persons;


Amendment 455
Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk

Proposal for a regulation
Article 2 – paragraph 1 – point 9 a (new)

Text proposed by the Commission

(9a) ‘small or medium-sized enterprise’ or ‘SME’ means a small or medium-sized enterprise which employs fewer than 250 persons and which has an annual turnover not exceeding EUR 50 million, and/or an annual balance sheet total not exceeding EUR 43 million, in accordance with Article 2 of Annex I to Commission Regulation (EU) No 651/2014;

Amendment 456
Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Eugen Tomac

Proposal for a regulation
Article 2 – paragraph 1 – point 9 a (new)

Text proposed by the Commission

(9a) ‘micro, small and medium-sized enterprises’ (SMEs) means enterprises that employ fewer than 250 persons, including solo self-employed, and which have an annual turnover not exceeding EUR 50 million, and/or an annual balance sheet total not exceeding EUR 43 million, calculated in accordance with


Amendment 457
Joëlle Mélin, Dominique Bilde, Catherine Griset, Aurélie Beigneux, France Jamet

Proposal for a regulation
Article 2 – paragraph 1 – point 9 a (new)

Text proposed by the Commission

Amendment

(9a) ‘small or medium-sized enterprise’ means a small or medium-sized enterprise as defined in Article 2 of the Annex to Commission Recommendation 2003/361/EC¹c;

¹c Commission Recommendation of 6 May 2003 concerning the definition of micro, small and medium-sized enterprises (OJ L 124, 20.5.2003, p. 36)

Amendment 458
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 2 – paragraph 1 – point 9 a (new)

Text proposed by the Commission

Amendment
(9a) ‘small or medium-sized enterprise’ or ‘SME’ means a small or medium-sized enterprise as defined in Article 2 of the Annex of the Commission Recommendation 2003/361/EC;

Amendment 459
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Gabriele Bischoff, Ilan De Basso, Heléne Fritzon, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerkovič, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 2 – paragraph 1 – point 10

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(10) ‘transport users’ means households or <em>micro-enterprises</em> that use various transport and mobility options;</td>
<td>(10) ‘transport users’ means households or <em>self-employed persons</em> that use various transport and mobility options;</td>
</tr>
</tbody>
</table>

Amendment 460
Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Eugen Tomac

Proposal for a regulation
Article 2 – paragraph 1 – point 10

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(10) ‘transport users’ means households or micro-enterprises that use various transport and mobility options;</td>
<td>(10) ‘transport users’ means households, <em>people Not engaged in Education</em>, Employment or Training (NEETs) and students, irrespective of the income level of their households or micro-enterprises and SMEs that use various transport, freight and mobility options;</td>
</tr>
</tbody>
</table>
Amendment 461
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 2 – paragraph 1 – point 11

Text proposed by the Commission

(11) ‘vulnerable households’ means
households in energy poverty or
households, including lower middle-income ones, that are significantly
affected by the price impacts of the
inclusion of buildings into the scope of
Directive 2003/87/EC and lack the means
to renovate the building they occupy;

Amendment

Or. en

Amendment 462
Beata Szydło, Elżbieta Rafalska, Grzegorz Tobiszowski, Jadwiga Wiśniewska, Andrey Slabakov, Margarita de la Pisa Carrión, Anna Zalewska, Alexandr Vondra

Proposal for a regulation
Article 2 – paragraph 1 – point 11

Text proposed by the Commission

(11) ‘vulnerable households’ means
households in energy poverty or
households, including lower middle-income ones;

Amendment

Or. en

Amendment 463
Radan Kanev, Christophe Hansen, Dan-Ştefan Motreanu, Inese Vaidere

Proposal for a regulation
Article 2 – paragraph 1 – point 11
(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

(11) “vulnerable households” means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the carbon pricing measures taken at Union and national level, respectively, or are at risk of energy poverty and to enable the collective achievement of the climate-neutrality objective set out in article 2, paragraph 1 of Regulation (EU) 2021/1119 (“European Climate Law”) and lack the means to renovate the building they occupy.

Or. en

Amendment 464
Delara Burkhardt
Proposal for a regulation
Article 2 – paragraph 1 – point 11

Text proposed by the Commission

(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

(11) ‘vulnerable households’ means households in energy poverty or at risk of energy poverty, or with lack of access to affordable sustainable transport or households, including lower middle-income ones, households with children, single women, single-parent and female-headed households, that are significantly affected by the social impacts of the transition to climate neutrality;

Or. en

Amendment 465
Edina Tóth, Ádám Kósa
Proposal for a regulation
Article 2 – paragraph 1 – point 11
Text proposed by the Commission

(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by increased climate ambition;

Or. en

Justification

The proposal to establish an Emission Trading System for buildings and transport is unacceptable. Due to the wide variety of income levels among Member States, it is impossible to find a just and proportionate price of emissions. Although the measure would put a disproportionate burden on citizens its impact on climate protection would be limited. However additional financial resources are needed for Member States to achieve the increased climate targets.

Amendment 466
Leila Chaibi, Petros Kokkalis, Özlem Demirel, Konstantinos Arvanitis, Eugenia Rodríguez Palop, Nikolaj Villumsen, Marc Botenga, José Gusmão, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz

Proposal for a regulation
Article 2 – paragraph 1 – point 11

Text proposed by the Commission

(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(11) ‘vulnerable households’ means households in energy poverty and households at risk of energy poverty, that lack the means to renovate the building they occupy that are significantly affected by the cost implications of transition toward a climate neutrality;

Or. en

Amendment 467
Proposal for a regulation  
Article 2 – paragraph 1 – point 11

Text proposed by the Commission

(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(11) ‘vulnerable households’ means households in energy poverty or lower middle-income households, that are significantly affected by the transition towards climate neutrality, especially the price impacts of the extension of the scope of Directive 2003/87/EC to buildings and road transport and lack the means to renovate the building they occupy;

Or. en
### Amendment 469

Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 11**

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<td>(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;</td>
<td>(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings and road transport into the scope of Directive 2003/87/EC;</td>
</tr>
</tbody>
</table>

**Justification**

The definition of "vulnerable household" should take into consideration the additional vulnerability (beyond the inability to renovate the building they occupy) of the said households to the rise in prices of road transport, given their inability to switch to alternative, more sustainable, modes of transport etc.

### Amendment 470

Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Gabriele Bischoff, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 11**

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<td>(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;</td>
<td>(11) ‘vulnerable households’ means households in energy poverty, or with lack of access to affordable sustainable transport or households, including lower middle-income ones, that are significantly affected by the social impacts of the transition to climate neutrality;</td>
</tr>
</tbody>
</table>
Amendment 471
Michal Wiezik, Martin Hojsik, Michal Šimečka, Lucia Ďuriš Nicholsonová

Proposal for a regulation
Article 2 – paragraph 1 – point 11

Text proposed by the Commission

(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the transition towards the climate neutrality, by price impacts of the existing carbon market for energy and inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment 472
Daniela Rondinelli

Proposal for a regulation
Article 2 – paragraph 1 – point 11

Text proposed by the Commission

(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of the inclusion of buildings and road transport into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy or replace their vehicles;
Amendment 473
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 2 – paragraph 1 – point 12

Text proposed by the Commission

（12）‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

（12）‘vulnerable micro-enterprises’ deleted

Or. en

Amendment 474
Radan Kanev, Christophe Hansen, Dan-Ştefan Motreanu, Inese Vaidere

Proposal for a regulation
Article 2 – paragraph 1 – point 12

Text proposed by the Commission

（12）‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

（12）‘vulnerable micro-enterprises’ and SMEs means enterprises that are, by virtue of their main business activities, heavily dependent on energy/fuel prices and energy/fuel constitutes a significant share of their production or service costs and for whom technologies for significant reduction of their energy/fuel consumption is either not accessible on the market or not affordable when taking into account their main indicators of business activity (production, turnover, gross operating surplus);

Or. en

Amendment 475
Edina Tóth, Ádám Kósa
Proposal for a regulation
Article 2 – paragraph 1 – point 12

Text proposed by the Commission

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by climate ambition;

Justification

The proposal to establish an Emission Trading System for buildings and transport is unacceptable. Due to the wide variety of income levels among Member States, it is impossible to find a just and proportionate price of emissions. Although the measure would put a disproportionate burden on citizens its impact on climate protection would be limited. However additional financial resources are needed for Member States to achieve the increased climate targets.

Amendment 476
Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodriguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 2 – paragraph 1 – point 12

Text proposed by the Commission

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by energy or mobility poverty and lack the means to renovate the building they occupy or to shift to more sustainable ways of transport;

Or. en
### Amendment 477
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Gabriele Bischoff, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

**Proposal for a regulation**
**Article 2 – paragraph 1 – point 12**

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<td>(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;</td>
<td>(12) ‘vulnerable self-employed persons’ means those that are significantly affected by the social impacts of the transition to climate neutrality;</td>
</tr>
</tbody>
</table>

### Amendment 478
Beata Szydło, Elżbieta Rafalska, Grzegorz Tobiszowski, Jadwiga Wiśniewska, Andrey Slabakov, Margarita de la Pisa Carrión, Anna Zalewska, Alexandr Vondra

**Proposal for a regulation**
**Article 2 – paragraph 1 – point 12**

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<td>(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;</td>
<td>(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by costs generated by the EU climate policy and lack the means to renovate the building they occupy;</td>
</tr>
</tbody>
</table>

### Amendment 479
Ondřej Knotek, Marie-Pierre Vedrenne, Pascal Canfin, Dragoș Pîslaru, Lucia Ďuriš Nicholsonová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Ilana Cicurel, Jordi Cañas, Anna Júlia Donáth, Susana Solís Pérez, Frédérique Ries, María Soraya Rodríguez Ramos, Catherine Chabaud, Andreas Glück
Proposal for a regulation
Article 2 – paragraph 1 – point 12

Text proposed by the Commission

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the transition towards climate neutrality, especially the price impacts of the extension of the scope of Directive 2003/87/EC to buildings and road transport and lack the means to renovate the building they occupy or to purchase zero- and low-emission vehicles;

Or. en

Amendment 480
Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler, Eugen Tomac

Proposal for a regulation
Article 2 – paragraph 1 – point 12

Text proposed by the Commission

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC;

Or. en

Amendment 481
Joëlle Mélin, Dominique Bilde, Catherine Griset, Aurélia Beigneux, France Jamet

Proposal for a regulation
Article 2 – paragraph 1 – point 12

Text proposed by the Commission

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC

Amendment

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are...
significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy or to support their workers within the context of initiatives to encourage the use of car-sharing or public transport;

Amendment 482
Martin Hojsík, Michal Wiezik, Michal Šimečka, Catherine Chabaud

Proposal for a regulation
Article 2 – paragraph 1 – point 12

Text proposed by the Commission

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the transition towards climate neutrality, especially the price impacts of the inclusion of buildings and road transport into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy or to purchase zero-emission vehicles;

Amendment 483
Daniela Rondinelli

Proposal for a regulation
Article 2 – paragraph 1 – point 12

Text proposed by the Commission

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Amendment

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings and road transport into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy or to upgrade the
fleet of vehicles they use to carry out their business;

Or. it

**Amendment 484**
Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk

Proposal for a regulation
**Article 2 – paragraph 1 – point 12**

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<td>(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;</td>
<td>(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings and road transport into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy and upgrade road vehicles on which they rely in the course of business;</td>
</tr>
</tbody>
</table>

Or. en

**Amendment 485**
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
**Article 2 – paragraph 1 – point 12**

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<td>(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;</td>
<td>(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by the price impacts of the inclusion of buildings and road transport into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;</td>
</tr>
</tbody>
</table>

Or. en
Amendment 486
Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk

Proposal for a regulation
Article 2 – paragraph 1 – point 12 a (new)

Text proposed by the Commission  Amendment

(12a) ‘vulnerable small or medium-sized enterprises’ means small or medium-sized enterprises that are significantly affected by the price impacts of the inclusion of buildings and road transport into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy or upgrade road vehicles on which they rely in the course of business;

Or. en

Amendment 487
Joëlle Mélin, Dominique Bilde, Catherine Griset, Aurélia Beigneux, France Jamet

Proposal for a regulation
Article 2 – paragraph 1 – point 12 a (new)

Text proposed by the Commission  Amendment

(12a) ‘vulnerable small and medium-sized enterprises’ means small and medium-sized enterprises that are significantly affected by the price impacts of the inclusion of buildings within the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy or to support their workers within the context of initiatives to encourage the use of car-sharing or public transport;

Or. fr

Amendment 488
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares
Proposal for a regulation
Article 2 – paragraph 1 – point 12 a (new)

Text proposed by the Commission

(12a) ‘vulnerable SMEs’ means SMEs that are significantly affected by the price impacts of the inclusion of buildings and road transport into the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

Or. en

Amendment 489
Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler, Eugen Tomac

Proposal for a regulation
Article 2 – paragraph 1 – point 12 a (new)

Text proposed by the Commission

(12a) ‘vulnerable SMEs’ means SMEs that are significantly affected by the price impacts of the inclusion of buildings and road transport into the scope of Directive 2003/87/EC;

Or. en

Amendment 490
Edina Tóth, Ádám Kósa

Proposal for a regulation
Article 2 – paragraph 1 – point 13

Text proposed by the Commission

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households.
emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

Amendment 491
Beata Szydło, Elżbieta Rafalska, Grzegorz Tobiszowski, Jadwiga Wiśniewska, Andrey Slabakov, Margarita de la Pisa Carrión, Anna Zalewska, Alexandr Vondra

Proposal for a regulation
Article 2 – paragraph 1 – point 13

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<td>(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.</td>
<td>(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households and large families, particularly in rural and remote areas.</td>
</tr>
</tbody>
</table>

Amendment 492
Katrin Langensiepen, Sara Matthieu on behalf of the Greens/EFA Group

Proposal for a regulation
Article 2 – paragraph 1 – point 13

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<td>(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack</td>
<td>(13) ‘mobility poverty’ means a household unable to afford the necessary transport required to meet essential services as well as essential cultural and socio-economic needs, in particular quality employment and education and</td>
</tr>
</tbody>
</table>
the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

training, in a given context and which can be caused by one or the combination of the following factors: low-level incomes, high fuel expenditures and/or high costs of public transport, availability of mobility alternatives and their accessibility and location, travelled distances and transport practices, particularly in rural, insular, mountainous and remote areas, including peri-urban areas.

Amendment 493
Radan Kanev, Christophe Hansen, Dan-Ştefan Motreanu, Inese Vaidere

Proposal for a regulation
Article 2 – paragraph 1 – point 13

Text proposed by the Commission

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

Amendment

(13) ‘vulnerable transport users' means transport users, including from lower middle-income households, that are significantly affected by the new EU climate policies and increased levels of carbon pricing, and are at risk of transport poverty, lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas and in Member States with low share of electric vehicles and/or unaffordable prices of such vehicles, compared to the median national income in the country.

Amendment 494
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Gabriele Bischoff, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerkovič, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 2 – paragraph 1 – point 13

**Text proposed by the Commission**

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

**Amendment**

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the social impacts of the transition to climate neutrality and lack the means to purchase zero-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

Amendment 495
Michal Wiezik, Martin Hojsík, Michal Šimečka, Lucia Řuriš Nicholsonová

Proposal for a regulation
Article 2 – paragraph 1 – point 13

**Text proposed by the Commission**

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

**Amendment**

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the transition towards climate neutrality, at risk of mobility poverty, especially because of the existing carbon market’s, albeit minor, share of the energy price increases and the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

Amendment 496
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 2 – paragraph 1 – point 13

Text proposed by the Commission
(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

Amendment
(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural, insular, mountainous, remote and less accessible areas or in less developed regions or territories, including less developed peri-urban areas.

Or. en

Amendment 497
Alex Agius Saliba, Cyrus Engerer, Alfred Sant, Josianne Cutajar

Proposal for a regulation
Article 2 – paragraph 1 – point 13

Text proposed by the Commission
(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

Amendment
(13) ‘vulnerable transport users’ means transport users, especially those from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in insular, peripheral, remote and rural areas.

Or. en
**Amendment 498**  
Martin Hojsík, Michal Wiezik, Michal Šimečka, Catherine Chabaud

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 13**

*Text proposed by the Commission*

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase **zero- and low-emission** vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

*Amendment*

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase **zero-emission** vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

Or. en

**Amendment 499**  
Adam Jarubas, Krzysztof Hetman

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 13**

*Text proposed by the Commission*

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

*Amendment*

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas **or for whom the switch to alternative modes of transport would mean significant decrease of well-being.**
For people living especially in remote areas using of public transport in certain cases could mean much longer time of travel to work or public utilities. In those cases the car is the only viable mode of transport.

Amendment 500
Ondřej Knotek, Marie-Pierre Vedrenne, Pascal Canfin, Dragoș Pîslaru, Lucia Řuriš Nicholsonová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Ilana Cicurel, Jordi Cañas, Anna Júlia Donáth, Susana Solís Pérez, Frédérique Ries, María Soraya Rodríguez Ramos, Catherine Chabaud

Proposal for a regulation
Article 2 – paragraph 1 – point 13

Text proposed by the Commission
(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

Amendment
(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the transition towards climate neutrality and at risk of mobility poverty, especially because of the price impacts of the extension of the scope of Directive 2003/87/EC to road transport and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas and outermost regions.

Amendment 501
Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 2 – paragraph 1 – point 13

Text proposed by the Commission

Amendment
(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

Amendment 502

Proposal for a regulation
Article 2 – paragraph 1 – point 13 a (new)

Text proposed by the Commission

(13a) ‘most deprived persons’ means natural persons, whether individuals, families, households or groups of persons, including children in vulnerable situations and homeless people, whose need for assistance has been established according to the objective criteria which are set by the national competent authorities in consultation with relevant stakeholders while avoiding conflicts of interest, and which may include elements that allow for the targeting of the most deprived persons in certain geographical areas.

Amendment 503
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Lina Gálvez Muñoz, Alicia Homs Ginel, Estrella Durá Ferrandis, Gabriele Bischoff, Sándor
Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 2 – paragraph 1 – point 13 b (new)

Text proposed by the Commission

(13b) ‘direct income support’ means non-repayable financial support to households, either in the form of lump-sum payments, including ‘climate dividend’ payments, as a reduction of energy bills and levies or as a top-up of existing social support payments;

Amendment

Or. en

Amendment 504
Alexander Bernhuber, Angelika Winzig, Christian Sagartz

Proposal for a regulation
Article 2 – paragraph 1 – point 13 a (new)

Text proposed by the Commission

(13a) ‘direct income support’ for the purpose of this regulation, means all measures taken by national authorities in EU countries to provide an adequate support to their citizens via different benefit schemes to alleviate the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC.

Amendment

Or. en

Amendment 505
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 2 – paragraph 1 – point 13 a (new)
Amendment 506
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 2 a (new)

Text proposed by the Commission

(13a) ‘worst performing buildings’ mean buildings below E energy performance rating, as defined in [Article 2(17) of Recast EPBD].

Or. en

Amendment

Implementation

The Member States and the Commission shall implement the budget of the Union allocated to the Funds under shared management in accordance with Article 63 of the Regulation (EU, Euratom) 2018/1046. Member States shall prepare and implement programmes at the appropriate territorial level in accordance with their institutional, legal and financial framework.

Or. en

Justification

Transforming the Social Climate Fund into a shared management instrument would facilitate the implementation.

Amendment 507
Susana Solís Pérez, Jordi Cañas, María Soraya Rodríguez Ramos

Proposal for a regulation
Chapter II – title
II SOCIAL CLIMATE PLANS

Amendment

Or. en

Amendment 508
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 3 – paragraph 1

Text proposed by the Commission

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment

1. Within 6 months upon the entry into force of this Regulation, each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’). The Plan shall be coherent and maximise synergies with the integrated national energy and climate plan of that Member State referred to in Article 14(2) of Regulation (EU) 2018/1999. The Plan shall contain detailed mapping of households and individuals in situation of energy or mobility poverty, and a gender-sensitive analysis of the main causes of energy and mobility poverty in that Member State. The Plan shall also contain short- and medium-term targets to eradicate energy and mobility poverty, and a coherent set of measures and investments at national, regional or local level to meet those targets, as a way to accelerate both the delivery of the Union energy and climate targets and of the objectives of the European Pillar of Social Rights. The Plan shall also indicate how additional revenues from the auctioning of allowances in respect of activities listed under Chapters II and III of Directive 2003/87/EC contribute to achieving the targets set out in the Plan.

Member States shall apply the Partnership principle laid down in Article
8 of Regulation (EU) 2021/1060 at each stage of the preparation and implementation of the Plan.

In order to facilitate the preparation of the Plan, the Commission shall publish guidance, including a template.

Amendment 509
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Gabriele Bischoff, Ilan De Basso, Helène Fritzon, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 3 – paragraph 1

Text proposed by the Commission

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article and following a meaningful consultation of local and regional level authorities, social partners and relevant civil society organisations. The Plan shall contain a coherent set of measures and investments to address the social impact of the transition to climate neutrality on vulnerable households, vulnerable self-employed persons and vulnerable transport users in order to ensure affordable and energy efficient heating and cooling and affordable and zero-emission mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Or. en
Amendment 510
Leila Chaibi, Petros Kokkalis, Özlem Demirel, Konstantinos Arvanitis, Eugenia Rodríguez Palop, Nikolaj Villumsen, Marc Botenga, José Gusmão, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz

Proposal for a regulation
Article 3 – paragraph 1

Text proposed by the Commission

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article, following the consultation process set in Article 3a. The Plan shall contain a coherent set of measures and investments to accelerate the decarbonisation of transport and buildings and to preemptively and concurrently address the impact of energy and transport poverty on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union while having the objective of reducing climate inequalities. The plan should also focus on the creation of sustainable quality jobs in the mobility and construction sectors.

Or. en

Amendment 511
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 3 – paragraph 1

Text proposed by the Commission

1. Each Member State shall submit to

1. Each Member State shall submit to
the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment 512
Andrey Slabakov, Alexandr Vondra, Pietro Fiocchi

Proposal for a regulation
Article 3 – paragraph 1

Text proposed by the Commission

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises, vulnerable SMEs and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment

1. Each Member State shall submit to the Commission a Social Climate Programme together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article, following, where relevant, a consultation with regional and local entities and civil society organisations working with population in situation of vulnerability. The Programme shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises, vulnerable SMEs and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Justification

To be in line with the proposal of shared management fund, we should refer to an operational programme rather than to a plan (and should be subsequently aligned throughout the Regulation).
households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment 513
Beata Szydło, Elżbieta Rafalska, Grzegorz Tobiszowski, Jadwiga Wiśniewska, Andrey Slabakov, Margarita de la Pisa Carrión, Anna Zalewska, Alexandr Vondra

Proposal for a regulation
Article 3 – paragraph 1

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment 514
Alexander Bernhuber, Angelika Winzig, Christian Sagartz

Proposal for a regulation
Article 3 – paragraph 1

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of EU climate policy on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.
1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

If a Member State already has an equivalent national emission trading system for buildings and road transport in place and that system would be merely replaced by the emission trading system for buildings and road transport established pursuant to Chapter IVa of Directive 2003/87/EC, the national measures already in place to mitigate the social impact and challenges should be duly taken into account.

**Amendment 515**

Martin Hojsík, Michal Wiezik, Michal Šimečka, Lucia Ďuriš Nicholsonová, Catherine Chabaud

**Proposal for a regulation**

**Article 3 – paragraph 1**

*Text proposed by the Commission*

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address

*Amendment*

1. Each Member State shall prepare, in consultation with the relevant stakeholders listed in Article 8, paragraph 1 of Regulation (EU) 2021/1060 (CPR regulation) such as social partners, other civil society organisations and local and regional authorities, and submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the
the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of the transition towards climate neutrality, especially energy and mobility poverty including the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment 516
Ondřej Knotek, Marie-Pierre Vedrenne, Pascal Canfin, Dragoș Pîslaru, Lucia Řuriš Nicholsonová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Ilana Cicurel, Jordi Cañas, Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk, Anna Júlia Donáth, Susana Solís Pérez, María Soraya Rodríguez Ramos, Catherine Chabaud

Proposal for a regulation
Article 3 – paragraph 1

Text proposed by the Commission

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment

1. Each Member State shall prepare, in consultation with the relevant stakeholders listed in Article 8, paragraph 1 of Regulation (EU) 2021/1060 such as social partners, local and regional authorities and submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of the transition towards climate neutrality, especially energy and mobility poverty including the impact of
carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment 517
Atidzhe Aliева-Veli, Iskra Mihaylova, Ilhan Kyuchyuk

Proposal for a regulation
Article 3 – paragraph 1

Text proposed by the Commission

1. Each Member State shall submit to the Commission a Social Climate Plan ('the Plan') together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment

1. Each Member State shall submit to the Commission a Social Climate Plan ('the Plan') together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable SMEs, vulnerable micro-enterprises and vulnerable transport users in order to ensure sustainable job creation, promote training, re-skilling and up-skilling that meet the climate targets of the Union.

Amendment 518
Joëlle Mélin, Dominique Bilde, Catherine Griset, Aurélie Beigneux, France Jamet

Proposal for a regulation
Article 3 – paragraph 1
1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable small and medium-sized enterprises (SMEs), vulnerable micro-enterprises, vulnerable SMEs and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Or. fr

Amendment 519
Andreas Glück

Proposal for a regulation
Article 3 – paragraph 1

Text proposed by the Commission

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures, including temporary direct income support, and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to
meet the climate targets of the Union.

**Justification**

*Member States should be able to pay revenues from the inclusion of buildings and transport in the ETS to their citizens as a per capita "climate dividend". The Social Climate Fund may support this effort through temporary direct income support for vulnerable households especially. This protects families and low-income earners from excessive cost burdens. It also creates an incentive system: Those who consume little CO2 thus may have a plus on the bottom line, which they can invest themselves in order to save even more emissions.*

**Amendment 520**

Inese Vaidere

**Proposal for a regulation**

**Article 3 – paragraph 1**

**Text proposed by the Commission**

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

**Amendment**

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’) together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises, **vulnerable SMEs** and vulnerable transport users in order to ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

**Amendment 521**

Andrey Slabakov, Alexandr Vondra, Pietro Fiocchi

**Proposal for a regulation**

**Article 3 – paragraph 1 a (new)**
1a. The Plan shall include definitions of 'energy poverty' and 'transport poverty'; these definitions shall employ a series of metrics taking into account national, regional and local specificities and data availability in order to accurately measure the energy and transport poverty levels of individual Member States;

Or. en

Amendment 522
Teuvo Hakkarainen

Proposal for a regulation
Article 3 – paragraph 2

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

deleted

Or. fi

Amendment 523
Sara Skyttedal

Proposal for a regulation
Article 3 – paragraph 2

2. The Plan may include national measures providing temporary direct

deleted
income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Or. en

Amendment 524
Linea Søgaard-Lidell, Asger Christensen, Jan Huitema, Abir Al-Sahlani, Emma Wiesner, Caroline Nagtegaal

Proposal for a regulation
Article 3 – paragraph 2

Text proposed by the Commission  Amendment

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Or. en

Amendment 525
Katrin Langensiepen, Sara Matthieu on behalf of the Greens/EFA Group

Proposal for a regulation
Article 3 – paragraph 2

Text proposed by the Commission  Amendment

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

2. In case Member States provide sufficient evidence that households in energy poverty and people facing mobility poverty may not enjoy the benefits of the measures and investments referred to in
increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

paragraph 3 within a maximum of three years after the adoption of the Plan, they may include national or subnational measures providing direct support to households and people, provided that they demonstrate that such support is proportional and limited to three years, and is part of a holistic strategy to lift those households and people out of energy and mobility poverty, with special attention to women and people living in remote and less accessible areas, including peri-urban areas, to help reducing immediate energy and mobility costs, by providing facilitated access to green energy efficient solutions and shared and integrated mobility services.

Amendment 526
Radan Kanev, Christophe Hansen, Dan-Ştefan Motreanu, Inese Vaidere

Proposal for a regulation
Article 3 – paragraph 2

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

2. The Plan may include national measures providing direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of carbon pricing measures taken at Union and national level respectively, providing exhaustive statistical information on the evolution of relative and absolute prices of energy, transport and food and their impact on the household budgets by income deciles in order to enable a just path for the achievement of the climate neutrality objective set out in article 2, paragraph 1 of Regulation (EU) 2021/1119;
Amendment 527
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Gabriele Bischoff, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerkovič, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 3 – paragraph 2

Text proposed by the Commission

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Amendment

2. The Plan may include national measures providing direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of measures taken at Union and national level, respectively, to enable the collective achievement of the climate-neutrality objective set out in article 1, paragraph 1 of Regulation (EU) 2021/1119 (European Climate Law).

Or. en

Amendment 528
Leila Chaibi, Petros Kokkalis, Özlem Demirel, Konstantinos Arvanitis, Eugenia Rodríguez Palop, Nikolaj Villumsen, Marc Botenga, José Gusmão, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz

Proposal for a regulation
Article 3 – paragraph 2

Text proposed by the Commission

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Amendment

2. The Plan may include national measures providing temporary direct income support until investments have allowed for affordable and accessible low-carbon alternatives to be created, to vulnerable households and households that are vulnerable transport users to reduce the impact of energy and transport poverty, while quickly providing long-term solution for reducing energy and transport cost through building renovations and other measures under Article 6 at no additional cost for the final beneficiary.
**Amendment 529**
Beata Szydło, Elżbieta Rafalska, Grzegorz Tobiszowski, Jadwiga Wiśniewska, Andrey Slabakov, Margarita de la Pisa Carrión, Anna Zalewska, Alexandr Vondra

Proposal for a regulation
Article 3 – paragraph 2

*Text proposed by the Commission*

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of **the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC**.

*Amendment*

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of **EU climate policy**.

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**Amendment 530**
Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 3 – paragraph 2

*Text proposed by the Commission*

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of **the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC**.

*Amendment*

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of **energy and transport poverty, while quickly providing long-term solution for reducing energy and transport cost through building renovations and other measures under Article 6 at no additional cost to the final beneficiary**.
Amendment 531  
Edina Tóth, Ádám Kósa

Proposal for a regulation  
Article 3 – paragraph 2

Text proposed by the Commission  
Amendment

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from increased climate ambition.

Justification

The proposal to establish an Emission Trading System for buildings and transport is unacceptable. Due to the wide variety of income levels among Member States, it is impossible to find a just and proportionate price of emissions. Although the measure would put a disproportionate burden on citizens its impact on climate protection would be limited. However additional financial resources are needed for Member States to achieve the increased climate targets.

Amendment 532  
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation  
Article 3 – paragraph 2

Text proposed by the Commission  
Amendment

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting

2. The Programme may include:
from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

**a)** measures providing direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

*Member States that have ongoing national or regional programmes in the areas of energy renovation of buildings and zero and low emissions mobility and transport may allocate up to 100% of the fund's allocation to direct income support;*

**b)** finance measures and investments to improve energy performance and increase energy efficiency of buildings and ensure their safety, through the implementation of active and passive energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources, to carry out electrical, fire and seismic safety inspection and renovation, and including information support, capacity building and training necessary to implement those measures and investments;

**c)** finance measures and investments to increase the uptake of zero- and low-emission mobility and transport, including information support, capacity building and the training necessary to implement those measures and investments.

*Or. en*

**Justification**

*Paragraphs 2 an 3 should be merged as for direct income support to be placed at the same level as energy efficiency in buildings and mobility. Member states have strategies and*
measures to support the most vulnerable at national, regional and local level. In order to implement the investments and measures necessary under this Fund, it is paramount to include support systems to reinforce the technical capacities, the information and the time available to them.

Amendment 533
Susana Solís Pérez, Jordi Cañas, María Soraya Rodríguez Ramos

Proposal for a regulation
Article 3 – paragraph 2

Text proposed by the Commission

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Amendment

2. The Programme shall include measures providing direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Or. en

Amendment 534
Alexander Bernhuber, Angelika Winzig, Christian Sagartz

Proposal for a regulation
Article 3 – paragraph 2

Text proposed by the Commission

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Amendment

2. The Plan may include national measures providing temporary direct income support in the first [three] years after entry into force of this regulation to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Or. en
Amendment 535
Marie-Pierre Vedrenne, Ondřej Knotek, Pascal Canfin, Dragoș Pîslaru, Lucia Šuliš Nicholsonová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Martin Hojsík, Ilana Cicurel, Jordi Cañas, Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk, Anna Júlia Donáth, Susana Solís Pérez, Michal Wiezik, María Soraya Rodríguez Ramos, Catherine Chabaud, Michal Šimečka

Proposal for a regulation
Article 3 – paragraph 2

Text proposed by the Commission

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Amendment

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels and especially resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Or. en

Amendment 536
Joëlle Mélin, Dominique Bilde, Catherine Griset, Aurélie Beigneux, France Jamet

Proposal for a regulation
Article 3 – paragraph 2

Text proposed by the Commission

2. The Plan may include national measures providing temporary direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Amendment

2. The Plan may include national measures providing temporary managed direct income support to vulnerable households and households that are vulnerable transport users to reduce the impact of the increase in the price of fossil fuels resulting from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.

Or. fr
Amendment 537  
Susana Solís Pérez, Jordi Cañas, María Soraya Rodríguez Ramos

Proposal for a regulation  
Article 3 – paragraph 2 – subparagraph 1 (new)

Text proposed by the Commission

Member States that have ongoing national or regional programmes in the area as of energy renovation of buildings and zero and low emissions mobility and transport may allocate up to 100% of the fund’s allocation to direct income support.

Or. en

Justification

There seems to be a considerable degree of overlap between the Fund’s objectives and eligible actions, and those of other EU financing instruments, such as the Recovery and Resilience Facility, ERDF and JTF

Amendment 538  
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation  
Article 3 – paragraph 3

Text proposed by the Commission

deleted

3. The Plan shall include national projects to:

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport.
Justification

Paragraphs 2 and 3 should be merged as for direct income support to be placed at the same level as energy efficiency in buildings and mobility.

Amendment 539
Susana Solís Pérez, Jordi Cañas, María Soraya Rodríguez Ramos

Proposal for a regulation
Article 3 – paragraph 3 – introductory part

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. The Plan shall include national projects to:</td>
<td>3. The Programme may include national projects to:</td>
</tr>
</tbody>
</table>

Or. en

Amendment 540
Andreas Glück

Proposal for a regulation
Article 3 – paragraph 3 – introductory part

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. The Plan shall include national projects to:</td>
<td>3. The Plan may include national projects to:</td>
</tr>
</tbody>
</table>

Or. en

Justification

Member States should be able to pay revenues from the inclusion of buildings and transport in the ETS to their citizens as a per capita "climate dividend". The Social Climate Fund may support this effort through temporary direct income support for vulnerable households especially. This protects families and low-income earners from excessive cost burdens. It also creates an incentive system: Those who consume little CO2 thus may have a plus on the bottom line, which they can invest themselves in order to save even more emissions.

Amendment 541
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 3 – paragraph 3 – introductory part

Text proposed by the Commission

3. The Plan shall include national projects to:

Amendment

3. The Plan shall include national, regional or local projects or programmes to:

Or. en

Amendment 542
Alexander Bernhuber, Angelika Winzig, Christian Sagartz

Proposal for a regulation
Article 3 – paragraph 3 – introductory part

Text proposed by the Commission

3. The Plan shall include national projects to:

Amendment

3. The Plan shall include national measures and investments projects to:

Or. en

Amendment 543
Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 3 – paragraph 3 – introductory part

Text proposed by the Commission

3. The Plan shall include national projects to:

Amendment

3. The Plan shall include national, regional and local projects to:

Or. en

Amendment 544
Martin Hojsík, Nils Torvalds, Michal Wiezik, Michal Šimečka, Lucia Ďuriš
Nicholsonová, Catherine Chabaud

Proposal for a regulation
Article 3 – paragraph 3 – introductory part

Text proposed by the Commission

3. The Plan shall include national projects to:

Amendment

3. The Plan shall include national, regional and local projects to:

Or. en

Amendment 545
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 3 – paragraph 3 – point a

Text proposed by the Commission

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

Amendment

(a) finance measures and investments with a lasting impact to decarbonise the identified building stock, prioritising demand-side measures and applying the energy efficiency first principle, starting with the deep or staged deep renovation of buildings, and the installation of on-site and nearby facilities for energy production from renewable energy sources to cater for residual energy needs, including for heating and cooling.

Or. en

Amendment 546
Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 3 – paragraph 3 – point a

Text proposed by the Commission

(a) finance measures and investments to increase energy efficiency of buildings,

Amendment

(a) finance measures and investments to improve the energy efficiency,
to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

accessibility, space and general functioning of buildings, through the application of active and passive energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources, including support for the information, capacity-building and training required to apply these measures and investments.

Amendment 547
Adam Jarubas, Krzysztof Hetman
Proposal for a regulation
Article 3 – paragraph 3 – point a

Text proposed by the Commission

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

Amendment

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of production and storage of energy from renewable energy sources;

Amendment 548
Michal Wiezik, Martin Hojsík, Michal Šimečka, Lucia Řuriší Nicholsonová
Proposal for a regulation
Article 3 – paragraph 3 – point a

Text proposed by the Commission

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out

Amendment

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out
building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

building renovation, and to decarbonise heating and cooling of buildings and district heating and cooling, including the local and regional planning for the integration of energy production from renewable energy sources by means of drawing up of local and regional heating and cooling plans;

Or. en

Amendment 549
Esther de Lange, David Casa

Proposal for a regulation
Article 3 – paragraph 3 – point a

Text proposed by the Commission

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

Amendment

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, where appropriate in combination with strengthening fire and seismic safety standards, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

Or. en

Amendment 550
Petros Kokkalis, Leila Chaibi, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 3 – paragraph 3 – point a

Text proposed by the Commission

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures;

Amendment

(a) finance measures and investments to phase out fossil fuels, increase energy efficiency of buildings, to implement
improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources by tenants, cooperatives and renewable energy communities;

Or. en

Amendment 551
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Gabriele Bischoff, Ilan De Basso, Helène Fritzon, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 3 – paragraph 3 – point a

Text proposed by the Commission

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

Amendment

(a) finance measures and investments to increase energy efficiency of buildings, using a cost-effectiveness approach, such as life-cycle costing, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

Or. en

Amendment 552
Beata Szydło, Elżbieta Rafalska, Grzegorz Tobiszowski, Jadwiga Wiśniewska, Andrey Slabakov, Margarita de la Pisa Carrión, Anna Zalewska, Alexandr Vondra

Proposal for a regulation
Article 3 – paragraph 3 – point a

Text proposed by the Commission

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency

Amendment

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency
improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production, \textit{as well as its storage}, from renewable energy sources;

Amendment 553
Edina Tóth, Ádám Kósa

Proposal for a regulation
Article 3 – paragraph 3 – point a

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;</td>
<td>(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production, \textit{as well as its storage}, from renewable energy sources;</td>
</tr>
</tbody>
</table>

Or. en

Amendment 554
Sara Skyttedal

Proposal for a regulation
Article 3 – paragraph 3 – point a

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;</td>
<td>(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable, \textit{low-carbon and nuclear} energy</td>
</tr>
</tbody>
</table>

Or. en
Proposal for a regulation
Article 3 – paragraph 3 – point a

**Text proposed by the Commission**

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable energy sources;

**Amendment**

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production from renewable **and carbon neutral** energy sources;

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**Amendment 556**
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 3 – paragraph 3 – point a a (new)

**Text proposed by the Commission**

(aa) provide financial and technical support to renewable energy communities and community-led local development projects in urban, peri-urban and rural areas, including locally owned energy systems, as well as the arrangements for engaging and building capacity at the local level;

**Amendment**

(aa) provide financial and technical support to renewable energy communities and community-led local development projects in urban, peri-urban and rural areas, including locally owned energy systems, as well as the arrangements for engaging and building capacity at the local level;
Amendment 557
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 3 – paragraph 3 – point a b (new)

Text proposed by the Commission

Amendment

(ab) finance measures and investments to ensure access to decent, affordable and sustainable housing, including through the rehabilitation of abandoned buildings;

Or. en

Amendment 558
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 3 – paragraph 3 – point a c (new)

Text proposed by the Commission

Amendment

(ac) finance measures addressing non-monetary barriers to improvements in the energy efficiency in buildings and uptake of renewable energy as well as barriers to accessing sustainable mobility and public transport services, in order to combat energy poverty and mobility poverty, these may include measures addressing administrative barriers and information deficit such as energy consultations and advice services, including at community level;

Or. en

Amendment 559
Radan Kanev, Christophe Hansen, Dan-Ștefan Motreanu, Inese Vaidere
(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport.

Or. en

Amendment 560
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 3 – paragraph 3 – point b

Text proposed by the Commission

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport, or – in Member States with low share of electric vehicles and/or unaffordable prices of such vehicles, compared to the median national income support other forms of mobility and personal transport that contribute to the reduction of greenhouse emissions.

Or. en

Amendment 561
Leila Chaibi, Petros Kokkalis, Özlem Demirel, Konstantinos Arvanitis, Eugenia Rodríguez Palop, Nikolaj Villumsen, Marc Botenga, José Gusmão, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz

Proposal for a regulation
**Article 3 – paragraph 3 – point b**

*Text proposed by the Commission*

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport.

*Amendment*

(b) finance measures and investments to increase the accessibility and availability of public transports, its affordability, the infrastructure development the uptake of zero-and low-emission mobility and transport.

Or. en

**Amendment 562**

Martin Hojsík, Michal Wiezik, Michal Šimečka, Catherine Chabaud

Proposal for a regulation

**Article 3 – paragraph 3 – point b**

*Text proposed by the Commission*

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport.

*Amendment*

(b) finance measures and investments to increase the uptake, accessibility, affordability and infrastructure development of zero-emission mobility and transport.

Or. en

**Amendment 563**

Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Gabriele Bischoff, Ilan De Basso, Heléne Fritzon, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

Proposal for a regulation

**Article 3 – paragraph 3 – point b**

*Text proposed by the Commission*

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport.

*Amendment*

(b) finance measures and investments to increase the uptake of zero-emission mobility and transport.

Or. en
Amendment 564
João Pimenta Lopes, Sandra Pereira

Proposal for a regulation
Article 3.º – paragraph 3 – point b

Text proposed by the Commission

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport.

Amendment

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport, including strengthening of public collective passenger transport services.

Or. pt

Amendment 565
Alex Agius Saliba, Cyrus Engerer, Alfred Sant, Josianne Cutajar

Proposal for a regulation
Article 3 – paragraph 3 – point b

Text proposed by the Commission

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport.

Amendment

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport not least in the EU’s insular, peripheral, remote and rural regions.

Or. en

Amendment 566
Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Eugen Tomac

Proposal for a regulation
Article 3 – paragraph 3 – point b

Text proposed by the Commission

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport.

Amendment

(b) finance measures and investments to increase the uptake of zero- and low-emission mobility and transport, while
emission mobility and transport. maintaining technological neutrality.

Or. en

**Amendment 567**
Michal Wiezik, Martin Hojsík, Michal Šimečka, Lucia Ďuriš Nicholsonová

Proposal for a regulation
Article 3 – paragraph 3 – subparagraph 1 (new)

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Without prejudice to points a) and b), the Plan shall not finance projects related to the use of primary woody biomass for energy purposes or the use for energy purposes of starch-rich crops, sugar crops or oil crops produced on agricultural land and other crops grown primarily for energy purposes excluding residues, and waste;</td>
<td></td>
</tr>
</tbody>
</table>

Or. en

**Amendment 568**
Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 3 – paragraph 3 – point b a (new)

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(ba) support policy reforms addressing non-monetary barriers to improvements in transport and buildings efficiency and renewable energy use to facilitate and to accelerate the socially fair decarbonisation of transport and buildings;</td>
<td></td>
</tr>
</tbody>
</table>

Or. en
Amendment 569

Proposal for a regulation
Article 3 – paragraph 3 – point b a (new)

Text proposed by the Commission

(ba) finance measures and investments to mitigate the negative impacts of the transition to climate neutrality on vulnerable households and tackle their social exclusion.

Or. en

Amendment 570
Daniela Rondinelli

Proposal for a regulation
Article 3 – paragraph 3 – point b a (new)

Text proposed by the Commission

(ba) maintain employment levels in the sectors threatened by the expansion of the emissions trading system.

Or. it

Amendment 571
Daniela Rondinelli

Proposal for a regulation
Article 3 – paragraph 3 – point b b (new)

Text proposed by the Commission

(bb) finance measures for the reskilling and vocational training of workers.

Or. it
Amendment 572
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 3 – paragraph 3 a (new)

_Text proposed by the Commission_  

Amendment

3a. Local and regional authorities, social partners, civil society organisations, including those representing young people, and other relevant stakeholders shall be consulted on the draft plan in accordance with the national legal framework, before it is submitted to the Commission.

Or. en

Amendment 573
Leila Chaibi, Petros Kokkalis, Özlem Demirel, Konstantinos Arvanitis, Nikolaj Villumsen, Marc Botenga, José Gusmão, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Eugenia Rodríguez Palop

Proposal for a regulation
Article 3 – paragraph 3 a (new)

_Text proposed by the Commission_  

Amendment

3a. The Plan shall be made public and accessible.

Or. en

Amendment 574
Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 3 a (new)
Article 3 a

Preparation of Social Climate Plans

1. Member States shall prepare a Social Climate Plan as referred to in Article 3 of this Regulation, in parallel with the update of the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 carried out in accordance with the procedure and timeline laid down therein, in order to maximise the synergies and complementarities between the two plans.

2. In accordance with the principles of partnership and multi-level governance, and without prejudice to other Union law requirements, each Member State shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft Social Climate Plan, as well as in the preparation of the final plan, before its adoption.

In the preparation of the draft and final Social Climate Plans:

(a) each Member State shall make environmental information public as soon as possible and ensure that the public is informed in an adequate, timely and effective manner;

(b) public participation in the preparation of the Social Climate Plans shall, as a minimum, include open public consultation in line with the principles set out in Article 8 of Regulation (EU) 2021/1060;

(c) each Member State shall carry out public consultations when all options are still open and set reasonable time frames allowing sufficient time for the public to be informed, to participate effectively and express its views;

(d) each Member States shall ensure that the following partners participate in the
preparation of the Social Climate Plans:
(i) regional, local and other public authorities;
(ii) economic and social partners;
(iii) relevant bodies representing civil society, such as environmental partners, non-governmental organisations, and bodies responsible for promoting social inclusion, fundamental rights, rights of persons with disabilities, gender equality and non-discrimination;
(iv) research organisations and universities, where appropriate;
(v) businesses and small and medium enterprises, especially micro-enterprises;
(vi) vulnerable groups and households who stand to be most affected by energy and transport poverty.

Where necessary, Member States shall provide capacity-building support in order to ensure the effective engagement of the partners referred to in point (d)(vi).

Technical assistance and capacity building for inclusive and meaningful participation may be resourced through pre-financing under Article 13a.

3. Each Member State shall submit the Social Climate Plan to the Commission, attaching, in accordance with Article 3(1) of this Regulation, a report containing a summary of the consultation process, the outcome of each public consultation and the issues that were addressed, the groups that were consulted, the recommendations that were made by the public and the stakeholders, and the steps which the Member State intends to take in response. Where recommendations made by the public are not implemented, Member States shall explain the reasons for non-implementation. Member States shall make the report available to the public.
Amendment 575  
Katrin Langensiepen, Sara Matthieu  

Proposal for a regulation  
Article 3 a (new)  

Text proposed by the Commission  

Amendment  

Article 3 a  

Access to justice  

1. Member States shall ensure that, in accordance with their national legal system, members of the public concerned have access to a review procedure before a court of law or other independent and impartial body established by law with a view to challenging the substantive or procedural legality of decisions, acts or omissions subject to Articles 3-6, 8, 10, 14, 17 and 22 of this Regulation; or to Article 10 of Regulation (EU) 2018/1999 when one of the following conditions is met:  

(i) they have a sufficient interest;  

(ii) they claim the impairment of a right where administrative procedural law of a Member State requires such a right to be a precondition.  

2. Member States shall determine the stage at which decisions, acts or omissions may be challenged.  

3. Member States shall determine what constitutes a sufficient interest and impairment of a right, consistent with the objective of giving the public concerned wide access to justice. To that end, non governmental organisation promoting environmental protection and meeting any requirements under national law shall be deemed as having a sufficient interest or having rights capable of being impaired for the purpose of paragraph 1 of this Article.  

4. This Article shall not exclude the possibility of a preliminary review
procedure before an administrative authority and shall not affect the requirement of exhaustion of administrative review procedures prior to recourse to judicial review procedures, where such a requirement exists under national law. Any such procedure shall be fair, equitable, timely and not prohibitively expensive.

5. Member States shall ensure that practical information is made easily available to the public on access to administrative and judicial review procedures.

Justification

The Commission's Communication on improving access to justice in environmental matters in the EU and its Member States recognised the absence of EU rules guaranteeing public rights to access to justice and called on the Council and the Parliament to introduce explicit access to justice provisions in sectoral legislation. The proposed text answers that call in the context of the Social Climate Fund.

Amendment 576
Andrey Slabakov, Alexandr Vondra, Pietro Fiocchi

Proposal for a regulation
Article 4 – paragraph 1 – point -a (new)

Text proposed by the Commission

Amendment

(-a) detailed quantitative information, where available, on energy and transport poverty concerning the following: the number of vulnerable households, vulnerable micro-enterprises, vulnerable SMEs and vulnerable transport users identified at the start of the Plan, on the basis of the definitions in Article 2;
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 4 – paragraph 1 – point a

Text proposed by the Commission

(a) concrete measures and investments in accordance with Article 3 to reduce the effects referred to in point (c) of this paragraph together with an explanation of how they would contribute effectively to the achievement of the objectives set out in Article 1 within the overall setting of a Member State’s relevant policies;

Amendment

(a) concrete measures and investments in accordance with Article 3 and 6 to combat energy poverty and mobility poverty together with an explanation of how they would contribute effectively to the achievement of the objectives set out in Article 1 within the overall setting of a Member State’s relevant policies in particular; (i) community led local development projects, planned use and arrangement to encourage and deliver integrated territorial development and community led local developments as well as the arrangements for engaging and building capacity at the local and territorial levels to engage in the transition; (ii) an overview of the non-financial barriers in the national context and a detailed description of measures to address the relevant non-financial barriers and estimated impact of the measures on the implementation of energy efficiency and transport measures; (iii) specific measures to enhance access to basic energy services, where relevant, based on the analysis provided in point (a) a new;

Or. en

Amendment 578
Andreas Glück

Proposal for a regulation
Article 4 – paragraph 1 – point a

Text proposed by the Commission

(a) concrete measures and investments

Amendment

(a) where the Plan provides for in
in accordance with Article 3 to reduce the effects referred to in point (c) of this paragraph together with an explanation of how they would contribute effectively to the achievement of the objectives set out in Article 1 within the overall setting of a Member State’s relevant policies;

Article 3(3), concrete measures and investments in accordance with Article 3 to reduce the effects referred to in point (c) of this paragraph together with an explanation of how they would contribute effectively to the achievement of the objectives set out in Article 1 within the overall setting of a Member State’s relevant policies;

Justification

Member States should be able to pay revenues from the inclusion of buildings and transport in the ETS to their citizens as a per capita "climate dividend". The Social Climate Fund may support this effort through temporary direct income support for vulnerable households especially. This protects families and low-income earners from excessive cost burdens. It also creates an incentive system: Those who consume little CO2 thus may have a plus on the bottom line, which they can invest themselves in order to save even more emissions.

Amendment 579
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 4 – paragraph 1 – point a a (new)

Text proposed by the Commission

(aa) a robust and detailed description on households in energy poverty to identify potential beneficiaries of measures outlined in Article 3 (3) a as well as those living in mobility poverty in the national context. The description for households in energy poverty shall include inter alia (i) people at risk of poverty or social exclusion, households living in energy poverty, (ii) households that lack access to basic energy services, and in particular households that are not physically connected to the grids and who face disconnections due to inability to pay (iii) households living in worst performing buildings or if such data is not or only partially available, household living in buildings constructed before 1960;
The precise identification of targeted indicators and criteria of energy poverty, energy poor and mobility poverty as well as the development and improvement of relevant indicators and data pertinent to the issue of energy and mobility poverty at national level are necessary to support the development of an harmonised approach and an effective framework to tackle energy and mobility poverty across the European Union.

Amendment 580
Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 4 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(aa) the proportion of the fund set aside for community-led local development, planned use and arrangements to encourage and deliver Integrated territorial development and community led local development as defined and detailed under chapter 2 of the European Code of Conduct on Partnership, as well as the arrangements for engaging and building capacity at the local and regional levels to engage and empower local communities, civil society and households affected by energy and transport poverty or at risk thereof, in the project development and decision making;

Amendment 581
Marie-Pierre Vedrenne, Ondřej Knotek, Pascal Canfin, Dragoș Pîslaru, Lucia Ďuriš Nicholsonová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Martin Hojsik, Ilana Cicurel, Jordi Cañas, Atidzhe Aliева-Veli, Iskra Mihaylova, Ilhan Kyuchyuk, Anna Júlia Donáth, Susana Solís Pérez, Michal Wiezik, María Soraya Rodríguez Ramos, Catherine Chabaud, Michal Šimečka
Proposal for a regulation
Article 4 – paragraph 1 – point a a (new)

Text proposed by the Commission

(aa) detailed quantitative and qualitative information on energy and mobility poverty concerning the following: a mapping of vulnerable households, vulnerable micro-enterprises and vulnerable transport users identified at the start of the Plan, on the basis of the definition in Article 2;

Or. en

Amendment 582
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 4 – paragraph 1 – point a b (new)

Text proposed by the Commission

(ab) national targets broken down into biannual sub-targets to reduce the number of households in energy and mobility poverty and emission reduction targets over the duration of the plan based on the analysis provided in point (a a) new;

Or. en

Justification

Clear and detailed targets at national level are necessary to rapidly and effectively eradicate energy and mobility poverty across the EU.

Amendment 583
Gheorghe Fălcă, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Eugen Tomac

Proposal for a regulation
Article 4 – paragraph 1 – point b

_text proposed by the Commission_

(b) concrete accompanying measures needed to **accomplish** the measures and investments of the Plan and reduce the effects referred to in point (c) **as well as** information on existing or planned financing of measures and investments from other Union, international, public or private sources;

_or. en_

Amendment 584
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 4 – paragraph 1 – point b

_text proposed by the Commission_

(b) concrete accompanying measures needed to accomplish the measures and investments of the Plan **and reforms that are** needed to accomplish the measures and investments of the Plan as well as information on existing or planned financing of measures and investments from other Union, international, public or private sources; **including:** i) measures aimed at ensuring that building renovations do not result in evictions or indirect evictions through rent increases of vulnerable people, including conditioning any financial support or fiscal incentives on the obligation for the landlord to maintain the rental agreement for a period of at least 10 years and keep the costs of the rent at the same level as prior to the renovation, except in case of any exemptions and indexations foreseen in national rental law; ii) measures aimed at addressing the problem of split-incentives between homeowners and tenants, while strengthening the protection and safeguards of tenants
and promoting the right to decent, affordable and sustainable housing;

Or. en

Amendment 585
Andreas Glück

Proposal for a regulation
Article 4 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) concrete accompanying measures needed to accomplish the measures and investments of the Plan and reduce the effects referred to in point (c) as well as information on existing or planned financing of measures and investments from other Union, international, public or private sources;

(b) where the Plan provides for in Article 3(3), concrete accompanying measures needed to accomplish the measures and investments of the Plan and reduce the effects referred to in point (c) as well as information on existing or planned financing of measures and investments from other Union, international, public or private sources;

Or. en

Justification

Member States should be able to pay revenues from the inclusion of buildings and transport in the ETS to their citizens as a per capita "climate dividend". The Social Climate Fund may support this effort through temporary direct income support for vulnerable households especially. This protects families and low-income earners from excessive cost burdens. It also creates an incentive system: Those who consume little CO₂ thus may have a plus on the bottom line, which they can invest themselves in order to save even more emissions.

Amendment 586
Martin Hojsík, Nils Torvalds, Michal Wiezik, Michal Šimečka, Catherine Chabaud

Proposal for a regulation
Article 4 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) concrete accompanying measures needed to accomplish the measures and investments of the Plan and reduce the

(b) concrete accompanying policy and other measures needed to accomplish the measures and investments of the Plan and
effects referred to in point (c) as well as information on existing or planned financing of measures and investments from other Union, international, public or private sources;

reduce the effects referred to in point (c) as well as information on existing or planned financing of measures and investments from other Union, international, public or private sources;

Or. en

Amendment 587
Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Eugen Tomac

Proposal for a regulation
Article 4 – paragraph 1 – point b a (new)

Text proposed by the Commission

(ba) information on existing or planned financing of measures and investments from other Union, international, public or private sources;

Amendment

Or. en

Justification

The separation of the issues is absolute necessary in order to delineate between the accompanying measures financed by the plan and the additional information regarding other funding sources.

Amendment 588

Proposal for a regulation
Article 4 – paragraph 1 – point b a (new)

Text proposed by the Commission

(ba) the coherence and mutual reinforcement of the accompanying measures to reduce the effects referred to in point (c)

Amendment
### Amendment 589
Joëlle Mélin, Dominique Bilde, Catherine Griset, Aurélie Beigneux, France Jamet

**Proposal for a regulation**  
**Article 4 – paragraph 1 – point b a (new)**

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
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<td>(ba) a prioritisation of measures in line with their feasibility, speed of implementation and efficiency;</td>
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### Amendment 590
Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Eugen Tomac

**Proposal for a regulation**  
**Article 4 – paragraph 1 – point c**

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
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<tr>
<td>(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;</td>
<td>(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty and transport poverty, on micro-enterprises, SMEs and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and transport users; these impacts are to be analysed with the appropriate level of regional disaggregation, taking into account the national specificities and elements such as access to public transport and, shared mobility, availability of efficient transport infrastructure and also alternative fuel infrastructure including charging infrastructure;</td>
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Amendment 591
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Gabriele Bischoff, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerkovič, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 4 – paragraph 1 – point c

Text proposed by the Commission

(c) an estimate of the likely effects of *that increase in prices* on households, and in particular on incidence of energy poverty, on *micro-enterprises* and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable *micro-enterprises* and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;

Amendment

(c) an estimate of the likely effects of *the transition to climate neutrality* on households, and in particular on incidence of energy poverty, on *self-employed persons* and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable *self-employed persons* and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the *groups and areas* mostly affected, particularly territories which are remote and rural *and those where the at risk of poverty rate is above the EU average*;

Or. en

Amendment 592
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 4 – paragraph 1 – point c

Text proposed by the Commission

(c) *an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of*

Amendment

(c) *These impacts are to be analysed with a sufficient gender disaggregated data and gender-sensitive information, a sufficient level of regional disaggregation, taking into account elements such as access to decent, adequate, safe, accessible,*
vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;

affordable and healthy housing, to public transport and essential services as well as cultural and socio-economic needs and identifying the areas mostly affected, particularly territories which are remote, insular and rural or less accessible, including peri-urban areas;

Amendment 593
Alex Agius Saliba, Cyrus Engerer, Alfred Sant, Josianne Cutajar

Proposal for a regulation
Article 4 – paragraph 1 – point c

Text proposed by the Commission

(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;

Amendment

(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly insular, peripheral, remote and rural regions;

Amendment 594
Alexander Bernhuber, Angelika Winzig, Christian Sagartz

Proposal for a regulation
Article 4 – paragraph 1 – point c
(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural.

(c) an estimate of the likely effects of the introduction of an emission trading system for building and road transport established pursuant to Chapter IVa of Directive 2003/87/EC on the increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural; If a Member State already has an equivalent national emission trading system for buildings and road transport in place and that system would be merely replaced by the emission trading system for buildings and road transport established pursuant to Chapter IVa of Directive 2003/87/EC, the Member State concerned may, alternatively, provide an evaluation of the effects of the national emission trading system;
estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;

estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; emphasizing that the increased costs of the higher Union climate ambition cannot be borne by the people instead of the big polluters, the companies, as this would increase the risk of energy poverty; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;

Justification

It is important to emphasize that the fight against climate change must not increase the costs borne by people, especially those affected by energy poverty. The aim is to avoid negative social impacts and the transfer of financial burdens to households in low-income Member States, as this would increase the risk of energy poverty.

Amendment 596
Radan Kanev, Christophe Hansen, Dan-Ştefan Motreanu, Inese Vaidere

Proposal for a regulation
Article 4 – paragraph 1 – point c

Text proposed by the Commission

(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote

Amendment

(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services, market share of zero and low emission vehicles, and prices of electric vehicles
and rural;

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<th>Amendment 597</th>
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<tr>
<td>Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão</td>
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Proposal for a regulation
Article 4 – paragraph 1 – point c

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<td>(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote, <strong>insular</strong> and rural and <strong>carbon-intensive regions with high unemployment</strong>;</td>
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<td>Amendment 598</td>
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<td>Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares</td>
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Proposal for a regulation
Article 4 – paragraph 1 – point c

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(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;

Amendment 599

Ondřej Knotek, Marie-Pierre Vedrenne, Pascal Canfin, Dragoș Pîslaru, Lucia Řuriš Nicholsonová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Martin Hojsík, Ilana Cicurel, Jordi Cañas, Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk, Anna Júlia Donáth, Susana Solís Pérez, Michal Wiezik, María Soraya Rodríguez Ramos, Catherine Chabaud, Michal Šimečka

Proposal for a regulation

Article 4 – paragraph 1 – point c

Text proposed by the Commission

(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;

(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises, on SMEs and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises vulnerable SMEs and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation and sex-disaggregated data, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;
Amendment 600
Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk

Proposal for a regulation
Article 4 – paragraph 1 – point c

Text proposed by the Commission
(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;

Amendment
(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on SMEs, micro-enterprises and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable SMEs, vulnerable micro-enterprises and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation, taking into account elements such as access to public transport and basic services and identifying the areas mostly affected, particularly territories which are remote and rural;

Amendment 601
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 4 – paragraph 1 – point c a (new)

Text proposed by the Commission
(ca) a gender impact assessment and an explanation of how the measures and investments contained in the Plan take into account the objectives to contribute to gender equality and equal opportunities for all and the mainstreaming of those

Amendment
objectives, in line with principles 2 and 3 of the European Pillar of Social Rights, with the UN Sustainable Development Goal 5 and, where relevant, with the national gender equality strategy;

Amendment 602
Marie-Pierre Vedrenne, Ondřej Knotek, Pascal Canfin, Dragoș Pîslaru, Lucia Ďuriš Nicholsonová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Martin Hojsík, Ilana Cicurel, Jordi Cañas, Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk, Anna Júlia Donáth, Susana Solís Pérez, Frédérique Ries, Michal Wiezik, María Soraya Rodríguez Ramos, Catherine Chabaud, Michal Šimečka

Proposal for a regulation
Article 4 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) indicative national targets and objectives to reduce the number of vulnerable households, vulnerable micro-enterprises and vulnerable transport users over the duration of the Plan, including an indicative timetable with intermediary targets and objectives;

Or. en

Amendment 603
João Pimenta Lopes, Sandra Pereira

Proposal for a regulation
Article 4.º – paragraph 1 – point d

Text proposed by the Commission

Amendment

d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients;
qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Amendment 604
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Amendment

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question with a maximum of three years, and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures provide a necessary and proportionate immediate relief for households in energy poverty and people facing mobility poverty as part of a holistic strategy to effectively lift those households and people out of energy and mobility poverty through more structural investments on the short to medium term, in particular deep and staged deep renovation of buildings, the phase out the reliance on fossil fuel energy for heating and cooling, as well as access to zero-emission mobility services;

Amendment 605
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Gabriele Bischoff, Sándor
Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Amendment

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, self-employed persons and transport users;

Or. en

Amendment 606
Radan Kanev, Christophe Hansen, Inese Vaidere

Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Amendment

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users;

Or. en
Amendment 607
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 4 – paragraph 1 – point d

*Text proposed by the Commission*

(d) where the **Plan** provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the **Plan** are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

*Amendment*

(d) where the **Programme** provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the **Programme** are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises, **SMEs** and transport users to an increase of road transport and heating fuel prices;

Or. en

Amendment 608
Sara Skyttedal

Proposal for a regulation
Article 4 – paragraph 1 – point d

*Text proposed by the Commission*

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the **Plan** are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road

*Amendment*

(d) where the Plan provides for measures referred to in Article 3(3), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the **Plan** are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;
transport and heating fuel prices;

Amendment 609
Ondřej Knotek, Marie-Pierre Vedrenne, Pascal Canfin, Dragoș Pîslaru, Lucia Ďuriš Nicholsonová, Sylvie Brunet, Véronique Trillet-Lenoir, Stéphane Bijoux, Martin Hojsík, Ilana Cicurel, Jordi Cañas, Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk, Anna Júlia Donáth, Susana Solís Pérez, Michal Wiezik, María Soraya Rodríguez Ramos, Catherine Chabaud, Michal Šimečka

Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Or. en

Amendment

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and mobility poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Or. en

Amendment 610
Alexander Bernhuber, Angelika Winzig, Christian Sagartz

Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in

Amendment

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in
question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices; as well as a justification on how this measure complements existing activities of the Member States to this effect;

Or. en

Amendment 611
Petros Kokkalis, Leila Chaibi, Manuel Bompard, Cornelia Ernst, Marisa Matias, Idoia Villanueva Ruiz, Nikolaj Villumsen, Eugenia Rodríguez Palop, Özlem Demirel, Konstantinos Arvanitis, José Gusmão

Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Amendment

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the long-term measures in the Plan such as renovation measures and investment in public transport infrastructure are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Or. en

Amendment 612
Susana Solís Pérez, Jordi Cañas, María Soraya Rodríguez Ramos
Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Amendment

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients to the extent possible, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Or. en

Amendment 613
Atidzhe Alieva-Veli, Iskra Mihaylova, Ilhan Kyuchyuk

Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Amendment

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, SMES, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Or. en
Amendment 614
Susana Solís Pérez, Jordi Cañas, María Soraya Rodríguez Ramos

Proposal for a regulation
Article 4 – paragraph 1 – point e

• Text proposed by the Commission
  (e) envisaged milestones, targets and an indicative timetable for the implementation of the measures and investments to be completed by 31 July 2032;

• Amendment
  deleted

Or. en

Amendment 615
Katrin Langensiepen, Sara Matthieu
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 4 – paragraph 1 – point e

• Text proposed by the Commission
  (e) envisaged milestones and an indicative timetable for the implementation of the measures and investments to be completed by 31 July 2032;

• Amendment
  (e) envisaged milestones and targets to eradicate energy and mobility poverty, and an indicative timetable for the implementation of the measures and investments to be completed by each biennial integrated national energy and climate progress report pursuant to Article 23, and at the end of each multiannual financial framework, that is, by 31 December 2027 and by 31 July 2035 respectively;

Or. en

Amendment 616
Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Eugen Tomac
Proposal for a regulation
Article 4 – paragraph 1 – point e

Text proposed by the Commission
(e) envisaged milestones, targets and an indicative timetable for the implementation of the measures and investments to be completed by 31 July 2032;

Amendment
(e) envisaged specific milestones, targets and an indicative timetable for the implementation of the measures and investments to be completed by 31 July 2034;

Amendment 617
Javi López, Lina Gálvez Muñoz, César Luena, Estrella Durá Ferrandis, Alicia Homs Ginel, Marcos Ros Sempere, Nicolás González Casares

Proposal for a regulation
Article 4 – paragraph 1 – point e

Text proposed by the Commission
(e) envisaged milestones, targets and an indicative timetable for the implementation of the measures and investments to be completed by 31 July 2032;

Amendment
(e) envisaged milestones, targets to reduce the number of vulnerable households, vulnerable micro-enterprises, vulnerable SMEs and an indicative timetable for the implementation of the measures and investments to be completed by 31 July 2032;

Amendment 618
Andreas Glück

Proposal for a regulation
Article 4 – paragraph 1 – point e

Text proposed by the Commission
(e) envisaged milestones, targets and an indicative timetable for the implementation of the measures and investments to be completed by 31 July 2032;

Amendment
(e) envisaged milestones, targets and an indicative timetable for the implementation of the measures, including temporary direct income support, and investments to be completed by 31 July
Member States should be able to pay revenues from the inclusion of buildings and transport in the ETS to their citizens as a per capita "climate dividend". The Social Climate Fund may support this effort through temporary direct income support for vulnerable households especially. This protects families and low-income earners from excessive cost burdens. It also creates an incentive system: Those who consume little CO2 thus may have a plus on the bottom line, which they can invest themselves in order to save even more emissions.

Amendment 619
Klára Dobrev, Petar Vitanov, Agnes Jongerius, Marc Angel, Elisabetta Gualmini, Gabriele Bischoff, Ilan De Basso, Helène Fritzon, Sándor Rónai, Robert Hajšel, Monika Beňová, István Ujhelyi, Milan Brglez, Romana Jerković, Jytte Guteland, Manuel Pizarro

Proposal for a regulation
Article 4 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) the sustainability of the measures and investments, and their long-term impact on vulnerable households, vulnerable self-employed persons and vulnerable transport users beyond 2032;

Amendment 620

Proposal for a regulation
Article 4 – paragraph 1 – point e b (new)

Text proposed by the Commission

Amendment

(eb) how the measures, where relevant, contribute to sustainable quality job
Amendment 621
Joëlle Mélin, Dominique Bilde, Catherine Griset, Aurélie Beigneux, France Jamet

Proposal for a regulation
Article 4 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) the estimated amount of pre-financing needed to launch the measures;

Or. fr

Amendment 622

Proposal for a regulation
Article 4 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) an explanation of how the Plan contributes to the implementation of the European Pillar of Social Rights principles, in particular principle 20;

Or. en

Amendment 623
Delara Burkhardt

Proposal for a regulation
Article 4 – paragraph 1 – point g a (new)
(ga) an explanation of how the Plan contributes to the implementation of the European Pillar of Social Rights principles, in particular principles 2 and 20;

Amendment 624
Delara Burkhardt

Proposal for a regulation
Article 4 – paragraph 1 – point g b (new)

(gb) an explanation of how the Plan ensures that social and labour rights are respected and promoted, and relevant social indicators, based on gender-disaggregated data, are improved;

Or. en