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<Commission>{REGI}Committee on Regional Development</Commission>

<RefProc>2021/0206</RefProc><RefTypeProc>(COD)</RefTypeProc>

<Date>{20/1/2022}20.1.2022</Date>

<TitreType>DRAFT OPINION</TitreType>

<CommissionResp>of the Committee on Regional Development</CommissionResp>

<CommissionInt>for the Committee on Environment, Health and Food Safety and the Committee on Employment and Social Affairs</CommissionInt>

<Titre>on the proposal for a regulation of the European Parliament and of the Council establishing a social climate fund</Titre>

<DocRef>(COM(2021)0568 – C9‑0324/2021 – 2021/0206(COD))</DocRef>

Rapporteur for opinion: <Depute>Tom Berendsen</Depute>

PA\_Legam

AMENDMENTS

The Committee on Regional Development calls on the Committee on Environment, Health and Food Safety and the Committee on Employment and Social Affairs, as the committees responsible, to take into account the following amendments:

<RepeatBlock-Amend><Amend>Amendment <NumAm>1</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 10</Article>

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| Text proposed by the Commission | Amendment |
| (10) The increase in the price for fossil fuels may disproportionally affect vulnerable households, vulnerable micro-enterprises and vulnerable transport users who spend a larger part of their incomes on energy and transport, who, in certain regions, do not have access to alternative, affordable mobility and transport solutions and who may lack the financial capacity to invest into the reduction of fossil fuel consumption. | (10) The increase in the price for fossil fuels may disproportionally affect vulnerable households, vulnerable micro-enterprises***, vulnerable SMEs*** and vulnerable transport users who spend a larger part of their incomes on energy and transport, who, in certain regions***, including in rural, insular, mountainous, remote and less accessible areas or in less developed regions or territories, including less developed peri-urban areas***, do not have access to alternative, affordable mobility and transport solutions and who may lack the financial capacity to invest into the reduction of fossil fuel consumption. |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>2</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 12</Article>

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| Text proposed by the Commission | Amendment |
| (12) This is even more relevant in view of the existing levels of energy poverty. Energy poverty is a situation in which households are unable to access essential energy services such as cooling, as temperatures rise, and heating. About 34 million Europeans reported an inability to keep their homes adequately warm in 2018, and 6.9% of the Union population have said that they cannot afford to heat their home sufficiently in a 2019 EU-wide survey32 . Overall, the Energy Poverty Observatory estimates that more than 50 million households in the European Union experience energy poverty. Energy poverty is therefore a major challenge for the Union. While social tariffs or direct income support can provide immediate relief to households facing energy poverty, only targeted structural measures, in particular energy renovations, can provide lasting solutions. | (12) This is even more relevant in view of the existing levels of energy poverty. Energy poverty is a situation in which households are unable to access essential energy services such as cooling, as temperatures rise, and heating***. Households in energy poverty lack access to essential services that underpin a decent standard of living and health, including adequate heating, cooling, lighting, transport and mobility, and energy to power appliances, often as a result of facing a high share of energy expenditure as part of their disposable income***. About 34 million Europeans reported an inability to keep their homes adequately warm in 2018, and 6.9% of the Union population have said that they cannot afford to heat their home sufficiently in a 2019 EU-wide survey32 . Overall, the Energy Poverty Observatory estimates that more than 50 million households in the European Union experience energy poverty. Energy poverty is therefore a major challenge for the Union. ***Despite the importance of this challenge having been acknowledged at EU-level for over a decade through various initiatives, legislation and guidelines, there is no standard Union-level definition of energy poverty and only one third of Member States have put in place a national definition of energy poverty. As a result, no transparent and comparable data on energy poverty in the Union is available. Therefore, a Union-level definition should be established to effectively address energy poverty and measure progress across Member States.*** While social tariffs or direct income support can provide immediate relief to households facing energy poverty, only targeted structural measures, in particular energy renovations, can provide lasting solutions. |
| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 32 Data from 2018. Eurostat, SILC [ilc\_mdes01]). | 32 Data from 2018. Eurostat, SILC [ilc\_mdes01]). |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>3</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 12 a (new)</Article>

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| Text proposed by the Commission | Amendment |
|  | ***(12a) Tenants on the private rental market are at risk of falling between two stools. These tenants also include vulnerable households in energy poverty or households, including lower middle-income ones, that are significantly affected by the price impacts of increased heating costs or by higher rental prices following renovation, but are not in a position to renovate the building they occupy. As part of their Social Climate Plans, Member States should therefore develop, in consultation with landlords and the private sector, specific measures and investments to support vulnerable tenants on the private rental market, for example by considering a right to renovate, on condition that these measures and investments also contribute to the Union’s climate targets. As part of the biennial reporting and evaluation of the measures and investments implemented by the Member States, the Commission should assess their impact and effectiveness to support vulnerable tenants in the private rental market.*** |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>4</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 12 b (new)</Article>

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| Text proposed by the Commission | Amendment |
|  | ***(12b) Transport poverty has been underexposed and no clear EU-level or national definitions are available. Consumer prices for the operation of personal transport equipment and for transport services have increased at a faster pace between 2005 and 2018 than overall consumer price inflation.1a*** ***The problem is currently even more pressing to address, especially in light of the high prices for fuels, tickets and other mobility expenditures and given the high dependencies on transport availability and accessibility to go to work or for daily mobility needs, in particular for those living in rural, insular, mountainous, remote and less accessible areas or in less developed regions or territories, including less developed peri-urban areas.*** |
|  | ***\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_*** |
|  | ***1a*** ***COMMISSION STAFF WORKING DOCUMENT of 9.12.2020 accompanying the Sustainable and Smart Mobility Strategy, SWD(2020) 331 final,paragraph 900.*** |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>5</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 13</Article>

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| Text proposed by the Commission | Amendment |
| (13) A Social Climate (‘the Fund’) should therefore be established to provide funds to the Member States to support their policies to address the social impacts of the emissions trading for buildings and road transport on vulnerable households, vulnerable micro-enterprises and vulnerable transport users. This should be achieved ***notably*** through temporary income support ***and*** measures and investments intended to reduce reliance on fossil fuels through increased 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 to the benefit of vulnerable households, vulnerable micro-enterprises and vulnerable transport users. | (13) A Social Climate (‘the Fund’) should therefore be established to provide funds to the Member States to support their policies to address the social impacts of the emissions trading for buildings and road transport on vulnerable households, vulnerable micro-enterprises***, vulnerable SMEs*** and vulnerable transport users. This should be achieved ***not only, in a limited manner,*** through temporary income support***, but mainly through*** measures and investments intended to reduce reliance on fossil fuels through increased 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 to the benefit of vulnerable households, vulnerable micro-enterprises***, vulnerable SMEs*** and vulnerable transport users. |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>6</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 14</Article>

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| Text proposed by the Commission | Amendment |
| (14) For that purpose, each Member State should submit to the Commission a Social Climate Plan (‘the Plan’). Those Plans should pursue two objectives. Firstly, they should provide vulnerable households, vulnerable micro-enterprises and vulnerable transport users the necessary resources to finance and carry out investments in energy efficiency, decarbonisation of heating and cooling, in zero- and low-emission vehicles and mobility. Secondly, they should mitigate the impact of the increase in the cost of fossil fuels on the most vulnerable and thereby prevent energy and transport poverty during the transition period until such investments have been implemented. The Plans should have an investment component promoting the long-term solution of reduce fossil fuels reliance and could envisage other measures, including temporary direct income support to mitigate adverse income effects in the shorter term. | (14) For that purpose, each Member State should submit to the Commission a Social Climate Plan (‘the Plan’). Those Plans should pursue two objectives. Firstly, they should provide vulnerable households, vulnerable micro-enterprises***, vulnerable SMEs*** and vulnerable transport users the necessary resources to finance and carry out investments in energy efficiency, decarbonisation of heating and cooling, in zero- and low-emission vehicles and mobility. Secondly, they should mitigate the impact of the increase in the cost of fossil fuels on the most vulnerable and thereby prevent energy and transport poverty during the transition period until such investments have been implemented. The Plans should have an investment component promoting the long-term solution of reduce fossil fuels reliance and could envisage other measures, including temporary direct income support to mitigate adverse income effects in the shorter term. |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>7</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 14 a (new)</Article>

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| Text proposed by the Commission | Amendment |
|  | ***(14a) The Plans should contribute to address the lack of workforce needed for all stages of the green transition, including craftsmen as well as high-skilled green tech experts, applied scientists and innovators. Therefore, the Plans should provide for reskilling and upskilling of workers to establish better opportunities for specialized craftsmen and high-skilled experts, in particular in jobs related to building renovation, insulation and installation of heat pumps, and alternative fuel infrastructure deployment, such as the deployment of charging stations for electric vehicles. These measures and investments should feed into the relevant actions and programmes of the Member States for training, reskilling and upskilling as part of their implementation of the European Social Fund and of their territorial just transition plans under the Just Transition Fund.*** |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>8</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 15 a (new)</Article>

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| Text proposed by the Commission | Amendment |
|  | ***(15a) The Plans should be designed in a comprehensive manner, while at the same time preventing an overly complex monitoring of their implementation and excessive administrative burdens. The Member States should be therefore required, when designing and implementing the Plans as described, to be comprehensive while avoiding any unnecessary complexity.*** |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>9</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 16</Article>

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| Text proposed by the Commission | Amendment |
| (16) Ensuring that the measures and investments are particularly targeted towards energy poor or vulnerable households, vulnerable micro-enterprises and vulnerable transport users is key for a just transition towards climate neutrality. Support measures to promote reductions in greenhouse gas emissions should help Member States to address the social impacts arising from the emissions trading for the sectors of buildings and road transport. | (16) Ensuring that the measures and investments are particularly targeted towards energy poor or vulnerable households, vulnerable micro-enterprises***, vulnerable SMEs*** and vulnerable transport users is key for a just transition towards climate neutrality. Support measures to promote reductions in greenhouse gas emissions should help Member States to address the social impacts arising from the emissions trading for the sectors of buildings and road transport. |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>10</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 17</Article>

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| Text proposed by the Commission | Amendment |
| (17) Pending the impact of those investments on reducing costs and emissions, well targeted direct income support for the most vulnerable would help the just transition. Such support should be understood to be a temporary measure accompanying the decarbonisation of the housing and transport sectors. It would not be permanent as it does not address the root causes of energy and transport poverty. Such support should only concern direct impacts of the inclusion of building and road transport into the scope of Directive 2003/87/EC, not electricity or heating costs related to the inclusion of power and heat production in the scope of that Directive. ***Eligibility for*** such direct income support should be limited in time. | (17) ***While the targeted structural measures and investments intended to increase energy efficiency and reduce reliance on fossil fuels have long-time impact on reducing costs and emissions and should therefore be prioritized, and while*** pending the impact of those investments on reducing costs and emissions, well targeted direct income support for the most vulnerable would help the just transition. Such support should be understood to be a temporary ***and transitional*** measure accompanying the decarbonisation of the housing and transport sectors. It would not be permanent as it does not address the root causes of energy and transport poverty. Such support should only concern direct impacts of the inclusion of building and road transport into the scope of Directive 2003/87/EC, not electricity or heating costs related to the inclusion of power and heat production in the scope of that Directive. Such direct income support should be limited ***to 25% of the total expenditure of the Plans and should be limited*** in time ***to three years***. |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>11</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 18</Article>

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| Text proposed by the Commission | Amendment |
| (18) Taking into account the importance of tackling climate change in line with Paris Agreement commitments, and the commitment to the United Nations Sustainable Development Goals, the actions under this Regulation should contribute to the achievement of the target that 30% of all expenditure under the 2021-2027 multiannual financial framework should be spent on mainstreaming climate objectives and should contribute to the ambition of providing 10% of annual spending to biodiversity objectives in 2026 and 2027, while considering the existing overlaps between climate and biodiversity goals. For this purpose, the methodology set out in Annex II of Regulation (EU) 2021/1060 of the European Parliament and of the Council33 should be used to tag the expenditures of the Fund. The Fund should support activities that fully respect the climate and environmental standards and priorities of the Union and comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852 of the European Parliament and of the Council34 . Only such measures and investments should be included in the Plans. Direct income support measures should as a rule be considered as having an insignificant foreseeable impact on environmental objectives, and as such be considered compliant with the principle of ‘do no significant harm’. The Commission intends to issue technical guidance to the Member States well ahead of the preparation of the Plans. The guidance will explain how the measures and investments must comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852. The Commission intends to present in 2021 a proposal for a Council Recommendation on how to address the social aspects of the green transition. | (18) Taking into account the importance of tackling climate change in line with Paris Agreement commitments, and the commitment to the United Nations Sustainable Development Goals, the actions under this Regulation should contribute to the achievement of the target that 30% of all expenditure under the 2021-2027 multiannual financial framework should be spent on mainstreaming climate objectives and should contribute to the ambition of providing 10% of annual spending to biodiversity objectives in 2026 and 2027, while considering the existing overlaps between climate and biodiversity goals. For this purpose, the methodology set out in Annex II of Regulation (EU) 2021/1060 of the European Parliament and of the Council33 should be used to tag the expenditures of the Fund. The Fund should support activities that fully respect the climate and environmental standards and priorities of the Union and comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852 of the European Parliament and of the Council34 . Only such measures and investments should be included in the Plans. Direct income support measures should as a rule be considered as having an insignificant foreseeable impact on environmental objectives, and as such be considered compliant with the principle of ‘do no significant harm’. ***Replacing coal-fired boilers with less emitting gas-boilers or hybrid heat pumps as the most cost-effective method of reducing emissions in the group of poorest households in certain Member States, should also be considered as not having a significant impact on these objectives and deemed compliant with the aforementioned principle.*** The Commission intends to issue technical guidance to the Member States well ahead of the preparation of the Plans. The guidance will explain how the measures and investments must comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852. The Commission intends to present in 2021 a proposal for a Council Recommendation on how to address the social aspects of the green transition. |
| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 33 Regulation (EU) 2021/1060 of the European Parliament and of the Council of 24 June 2021 laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, the Just Transition Fund and the European Maritime, Fisheries and Aquaculture Fund and financial rules for those and for the Asylum, Migration and Integration Fund, the Internal Security Fund and the Instrument for Financial Support for Border Management and Visa Policy (OJ L 231, 30.6.2021, p. 159). | 33 Regulation (EU) 2021/1060 of the European Parliament and of the Council of 24 June 2021 laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, the Just Transition Fund and the European Maritime, Fisheries and Aquaculture Fund and financial rules for those and for the Asylum, Migration and Integration Fund, the Internal Security Fund and the Instrument for Financial Support for Border Management and Visa Policy (OJ L 231, 30.6.2021, p. 159). |
| 34 Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088 (OJ L 198, 22.6.2020, p. 13). | 34 Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088 (OJ L 198, 22.6.2020, p. 13). |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>12</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 19 a (new)</Article>

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| Text proposed by the Commission | Amendment |
|  | ***(19a) Member States should promote the role of renewable energy communities and citizen energy communities and regard them as eligible beneficiaries of the Fund. Renewable energy communities and citizen energy communities can help Member States to achieve the objectives of this Regulation via a bottom-up approach initiated by citizens, as those communities empower and engage consumers and enable certain groups of household customers, both living in urban and in rural, insular, mountainous, remote and less accessible areas or for less developed regions or territories, including less developed peri-urban areas, to participate in energy efficiency projects and interventions.*** |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>13</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 21</Article>

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| Text proposed by the Commission | Amendment |
| (21) The Fund and the Plans should be coherent with and framed by the reforms planned and the commitments made by the Member States under their updated integrated national energy and climate plans in accordance with Regulation (EU) 2018/1999, under Directive [yyyy/nnn] of the European Parliament and the Council [Proposal for recast of Directive 2012/27/EU on energy efficiency]36 , the European Pillar of Social Rights Action Plan37 , the European Social Fund Plus (ESF+) established by Regulation (EU) 2021/1057 of the European Parliament and of the Council38 , the Just Transition Plans pursuant to Regulation (EU) 2021/1056 of the European Parliament and of the Council39 and the Member States long-term buildings renovation strategies pursuant to Directive 2010/31/EU of the European Parliament and of the Council40 . To ensure administrative efficiency, where applicable, the information included in the Plans should be consistent with the legislation and plans listed above. | (21) The Fund and the Plans should be coherent with and framed by the reforms planned and the commitments made by the Member States under their updated integrated national energy and climate plans in accordance with Regulation (EU) 2018/1999, under Directive [yyyy/nnn] of the European Parliament and the Council [Proposal for recast of Directive 2012/27/EU on energy efficiency]36 , the European Pillar of Social Rights Action Plan37 , the European Social Fund Plus (ESF+) established by Regulation (EU) 2021/1057 of the European Parliament and of the Council38***, the Modernisation Fund established by Directive 2003/87/EC***, the Just Transition Plans pursuant to Regulation (EU) 2021/1056 of the European Parliament and of the Council39 and the Member States long-term buildings renovation strategies pursuant to Directive 2010/31/EU of the European Parliament and of the Council40 . To ensure administrative efficiency, where applicable, the information included in the Plans should be consistent with the legislation and plans listed above. |
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| 36 [Add ref] | 36 [Add ref] |
| 37 Endorsed by the European Council on 24 and 25 June 2021. | 37 Endorsed by the European Council on 24 and 25 June 2021. |
| 38 Regulation (EU) 2021/1057 of the European Parliament and of the Council of 24 June 2021 establishing the European Social Fund Plus (ESF+) and repealing Regulation (EU) No 1296/2013 (OJ L 231, 30.6.2021, p. 21). | 38 Regulation (EU) 2021/1057 of the European Parliament and of the Council of 24 June 2021 establishing the European Social Fund Plus (ESF+) and repealing Regulation (EU) No 1296/2013 (OJ L 231, 30.6.2021, p. 21). |
| 39 Regulation (EU) 2021/1056 of the European Parliament and of the Council of 24 June 2021 establishing the Just Transition Fund (OJ L 231, 30.6.2021, p. 1). | 39 Regulation (EU) 2021/1056 of the European Parliament and of the Council of 24 June 2021 establishing the Just Transition Fund (OJ L 231, 30.6.2021, p. 1). |
| 40 Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13). | 40 Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13). |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>14</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 23</Article>

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| Text proposed by the Commission | Amendment |
| (23) The financial envelope of the Fund should, in principle, be commensurate to amounts corresponding to 25% of the expected revenues from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC in the period 2026-2032. Pursuant to Council Decision (EU, Euratom) 2020/205341 , Member States should make those revenues available to the Union budget as own resources. Member States are to finance ***50%*** of the total costs of their Plan themselves. For this purpose, as well as for investment and measures to accelerate and alleviate the required transition for citizens negatively affected, Member States should inter alia use their expected revenues from emissions trading for buildings and road transport under Directive 2003/87/EC for that purpose. | (23) The financial envelope of the Fund should, in principle, be commensurate to amounts corresponding to 25% of the expected revenues from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC in the period 2026-2032. Pursuant to Council Decision (EU, Euratom) 2020/205341 , Member States should make those revenues available to the Union budget as own resources. Member States are to finance ***a significant share*** of the total costs of their Plan themselves***, corresponding to at least 75% for temporary direct income support and at least 50% for targeted structural measures and investments***. For this purpose, as well as for investment and measures to accelerate and alleviate the required transition for citizens negatively affected, Member States should inter alia use their expected revenues from emissions trading for buildings and road transport under Directive 2003/87/EC for that purpose. |
| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 41 Council Decision (EU, Euratom) 2020/2053 of 14 December 2020 on the system of own resources of the European Union and repealing Decision 2014/335/EU, Euratom (OJ L 424, 15.12.2020, p. 1). | 41 Council Decision (EU, Euratom) 2020/2053 of 14 December 2020 on the system of own resources of the European Union and repealing Decision 2014/335/EU, Euratom (OJ L 424, 15.12.2020, p. 1). |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>15</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 25 a (new)</Article>

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| Text proposed by the Commission | Amendment |
|  | ***(25a) To ensure that support under the Plan can be effectively implemented from the initial years of the energy into force of the Social Climate Fund, it should be possible for a part of the financial allocation for Member States to be paid in the form of pre-finance.*** |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>16</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 25 b (new)</Article>

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| Text proposed by the Commission | Amendment |
|  | ***(25b) Given that this Regulation will generate additional compliance costs for concerned sectors, compensatory actions need to be taken in order to prevent the total level of regulatory burdens from increasing. The Commission should therefore be obliged to present, before the entry into force of this Regulation, proposals offsetting the regulatory burdens introduced by this Regulation, through the revision or abolition of provisions in other EU regulations that generate compliance costs in the affected sectors.*** |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>17</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 29 a (new)</Article>

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| Text proposed by the Commission | Amendment |
|  | ***(29a) All Member States which benefit from the Social Climate Fund have an obligation to respect the values enshrined in Article 2 of the Treaty on European Union. Respect for the rule of law is an essential precondition for compliance with the principles of sound financial management enshrined in Article 317 of the Treaty on the Functioning of the European Union (TFEU). The Commission should ensure the effective implementation of the horizontal rules for the protection of the Union budget in the case of breaches of the principles of the rule of law in the Member States in accordance with Regulation (EU, Euratom) 2020/2092 of the European Parliament and of the Council. Where it is established that breaches of the principles of the rule of law in a Member State affect or seriously risk affecting the sound financial management of the Social Climate Fund or the protection of the financial interests of the Union in a sufficiently direct way, the Commission should take the necessary measures, which may include, among others, a suspension of payments, termination of the legal commitment within the meaning of the Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council, a prohibition on entering into such legal commitments, or a suspension of the disbursement of instalments. When the Commission decides, in accordance with Regulation (EU, Euratom) 2020/2092, on a repayment, reduction or termination of the legal commitment or financial allocation, these amounts should be proportionally allocated to all other Member States.*** |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>18</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 1 – paragraph 3</Article>

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| Text proposed by the Commission | 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 ***without public*** transport ***alternative to individual cars (in remote and rural areas)***. | 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 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*** transport ***poverty***. |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>19</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 1 – paragraph 4</Article>

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| 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. | 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***, in a limited manner,*** temporary direct income support and ***mainly*** 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. |

Or. <Original>{EN}en</Original>

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<Amend>Amendment <NumAm>20</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 2 – paragraph 1 – point 1</Article>

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| Text proposed by the Commission | 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; | (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. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>21</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 2 – paragraph 1 – point 2 a (new)</Article>

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|  | |
| Text proposed by the Commission | Amendment |
|  | ***(2a) ‘transport poverty’ means a household’s lack of access to essential transport and mobility services required to meet essential socio-economic needs and the participation in society, caused, inter alia, by high fuel-, transport ticket- or other mobility expenditures in relation the household’s disposable income, in the relevant national context, existing social policy and other relevant policies;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>22</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 2 – paragraph 1 – point 9 a (new)</Article>

|  |  |
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|  | |
| 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 to Recommendation 2003/361/EC;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>23</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 2 – paragraph 1 – point 12</Article>

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|  | |
| Text proposed by the Commission | 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; | (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 road vehicles on which they rely in the course of business***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>24</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 2 – paragraph 1 – point 13</Article>

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|  | |
| 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***. | (13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that ***are at risk of transport poverty and*** are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>25</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 3 – paragraph 1</Article>

|  |  |
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|  | |
| Text proposed by the Commission | 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 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***, where relevant following the consultation of social partners and regional and local authorities in accordance with national law and practices***. 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. |

Or. <Original>{EN}en</Original>

<TitreJust>Justification</TitreJust>

Social partners and regional and local authorities can provide a valuable contribution to the drafting and design of the Plans as they are well placed to understand the specific sectoral and regional situation and needs. Previous experience from other Union funding indicates that the involvement of social partners and regional actors results in more targeted, efficient and successful initiatives and implementation of measures.

</Amend>

<Amend>Amendment <NumAm>26</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 3 – paragraph 3 – point a</Article>

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|  | |
| Text proposed by the Commission | 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; | (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 ***as well as its storage***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>27</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 4 – paragraph 1 – point –a (new)</Article>

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|  | |
| Text proposed by the Commission | Amendment |
|  | ***(-a)*** ***detailed quantitative information on 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;*** |

Or. <Original>{EN}en</Original>

<TitreJust>Justification</TitreJust>

Social Climate Plans should also become tools to measure the level and progress towards the reduction of energy and transport poverty in the Union. Therefore, mandatory reporting requirements on the number of households in energy and transport poverty identified at the start of the Plan should be introduced, together with concrete national targets and objectives to address these. Member States should report on a biennial basis and at the end of the Plans on their progress.

</Amend>

<Amend>Amendment <NumAm>28</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 4 – paragraph 1 – point –aa (new)</Article>

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|  | |
| Text proposed by the Commission | Amendment |
|  | ***(-aa)*** ***national targets and objectives to reduce the number of vulnerable households, vulnerable micro-enterprises, vulnerable SMEs and vulnerable transport users over the duration of the Plan;*** |

Or. <Original>{EN}en</Original>

<TitreJust>Justification</TitreJust>

Social Climate Plans should also become tools to measure the level and progress towards the reduction of energy and transport poverty in the Union. Therefore, mandatory reporting requirements on the number of households in energy and transport poverty identified at the start of the Plan should be introduced, together with concrete national targets and objectives to address these. Member States should report on a biennial basis and at the end of the Plans on their progress.

</Amend>

<Amend>Amendment <NumAm>29</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 4 – paragraph 1 – point c</Article>

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|  | |
| Text proposed by the Commission | 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 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, 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; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>30</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 4 – paragraph 1 – point d</Article>

|  |  |
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|  | |
| 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 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; | (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***, SMEs*** and transport users to an increase of road transport and heating fuel prices; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>31</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 4 – paragraph 1 – point e</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| (e) envisaged milestones, targets and an indicative timetable for the implementation of the measures and investments to be completed by 31 July 2032; | (e) envisaged milestones, targets and an indicative timetable for the implementation of the measures and investments to be completed by ***the date of publication of*** ***each biennial progress report pursuant to Article 23 and by*** 31 July 2032; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>32</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 4 – paragraph 1 – point i</Article>

|  |  |
| --- | --- |
|  | |
| Text proposed by the Commission | Amendment |
| (i) the arrangements for the effective monitoring and implementation of the Plan by the Member State concerned, in particular of the proposed milestones and targets, including indicators for the implementation of measures and investments, which, where relevant, shall be those available with the Statistical office of the European Union European Statistical Office and the European Energy Poverty Observatory as identified by Commission Recommendation 2020/156354 on energy poverty; | (i) the arrangements for the effective monitoring and implementation of the Plan by the Member State concerned***, to be undertaken in close consultation with social partners and regional and local authorities in accordance with national law and practices***, in particular of the proposed milestones and targets, including indicators for the implementation of measures and investments, which, where relevant, shall be those available with the Statistical office of the European Union European Statistical Office and the European Energy Poverty Observatory as identified by Commission Recommendation 2020/156354 on energy poverty; |
| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 54 OJ L 357, 27.10.2020, p. 35. | 54 OJ L 357, 27.10.2020, p. 35. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>33</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 4 – paragraph 3 a (new)</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
|  | ***3a. When designing and implementing the Plans, the Member States shall be comprehensive while avoiding any unnecessary complexity.*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>34</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 5 – paragraph 2 – point e</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| (e) reductions in the number of vulnerable households, especially households in energy poverty, of vulnerable micro-enterprises and of vulnerable transport users, including in rural and remote areas. | (e) reductions in the number of vulnerable households, especially households in energy poverty, of vulnerable micro-enterprises***, vulnerable SMEs*** and of vulnerable transport users, including in rural and remote areas. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>35</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 6 – paragraph 1</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| 1. Member States may include the costs of measures providing temporary direct income support to vulnerable households and vulnerable households that are transport users to absorb the increase in road transport and heating fuel prices. Such support shall decrease over time and be limited to the direct impact of the emission trading for buildings and road transport. ***Eligibility for*** such direct income support shall ***cease within the time limits identified under Article 4(1) point (d)***. | 1. ***While the targeted structural measures and investments intended to increase energy efficiency and reduce reliance on fossil fuels have long-time impact on reducing costs and emissions and should therefore be prioritized,*** Member States may include the costs of measures providing temporary direct income support ***as a transitional measure*** to vulnerable households and vulnerable households that are transport users to absorb the increase in road transport and heating fuel prices. Such support shall decrease over time and be limited to the direct impact of the emission trading for buildings and road transport. Such direct income support shall ***not exceed 25% of the total estimated costs of the Plan***. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>36</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 6 – paragraph 2 – introductory part</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| 2. Member States may include the costs of the following measures and investments in the estimated total costs of the Plans, provided they principally benefit vulnerable households, vulnerable micro-enterprises or vulnerable transport users and intend to: | 2. Member States may include the costs of the following measures and investments in the estimated total costs of the Plans, provided they principally benefit vulnerable households, vulnerable micro-enterprises***, vulnerable SMEs*** or vulnerable transport users and intend to: |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>37</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 6 – paragraph 2 – point a</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| (a) support building renovations, especially for those occupying worst-performing buildings, including in the form of financial support or fiscal incentives such as deductibility of renovation costs from the rent, independently of the ownership of the buildings concerned; | (a) support building renovations, especially ***for the achievement of the renovation requirements established in Directive 2021/0426 revising Directive 2010/31/EU and*** for those occupying worst-performing buildings, including in the form of financial support or fiscal incentives such as deductibility of renovation costs from the rent, independently of the ownership of the buildings concerned; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>38</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 6 – paragraph 2 – point b</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| (b) contribute to the decarbonisation, including the electrification, of heating and cooling of, and cooking in, buildings and the integration of energy from renewable sources that contribute to the achievements of energy savings; | (b) contribute to the decarbonisation, including the electrification, of heating and cooling of, and cooking in, buildings and the integration of energy from renewable sources that contribute to the achievements of energy savings***, such as vouchers, subsidies or zero- and low-interest loans to invest in products and services to increase the energy performance of buildings or to integrate renewable energy sources in buildings***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>39</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 6 – paragraph 2 – point d</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| (d) provide access to zero- and low-emission vehicles and bikes, including financial support or fiscal incentives for their purchase ***as well as*** for appropriate public and private infrastructure, including for recharging and refuelling; for support concerning low-emission vehicles, a timetable for gradually reducing the support shall be provided; | (d) provide ***financial support or fiscal incentives to improve*** access to zero- and low-emission vehicles and bikes, including financial support or fiscal incentives for their purchase***,*** for appropriate public and private infrastructure, including for recharging and refuelling***, as well as for the development of a second-hand zero- and low-emission vehicle market***; for support concerning low-emission vehicles, a timetable for gradually reducing the support shall be provided; ***for support concerning the purchase of zero- and low-emission vehicles, support shall be limited to vehicles falling within the lowest 50% of the market price range for such vehicles in a Member State in a given year;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>40</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 6 – paragraph 2 – point e</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| (e) ***grant*** free access to public transport or adapted tariffs for access to public transport, as well as fostering sustainable mobility on demand and shared mobility services; | (e) ***incentivize the use of public transport, including by granting*** free access to public transport or adapted tariffs for access to public transport, as well as fostering sustainable mobility on demand and shared mobility services***, including in rural, insular, mountainous, remote and less accessible areas or in less developed regions or territories, including less developed peri-urban areas***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>41</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 6 – paragraph 2 – point f a (new)</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
|  | ***(fa) support measures related to heating systems (and related to distribution infrastructure), such as natural gas-based boilers and heating systems and hybrid heat pumps, with particular attention to support the vulnerable households and vulnerable micro-enterprises;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>42</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 6 – paragraph 2 – point f b (new)</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
|  | ***(fb) support training, upskilling and reskilling of the labour force for jobs in sectors related to the green transition, in particular in jobs related to building renovation and alternative fuel infrastructure deployment. Measures and investments under this point shall be consistent with and contribute to the relevant actions included by the Member States in their territorial just transition plans in accordance with Article 8(2)(k) of Regulation (EU) 2021/1056 establishing the Just Transition Fund or to the relevant actions by the Member States in accordance with the thematic objective in Article 3(2)(a) of Regulation (EU) No 1304/2013 on the European Social Fund. Measures and investments under this point shall not exceed 10 % of the total estimated costs of the Plan.*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>43</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 8 – paragraph 1</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| Member States may include into the estimated total costs financial support provided to public ***or*** private entities other than vulnerable households, vulnerable micro-enterprises and vulnerable transport uses, if those entities carry out measures and investments ultimately benefitting vulnerable households, vulnerable micro-enterprises and vulnerable transport users. | Member States may include into the estimated total costs financial support provided to public ***entities,*** private entities ***and renewable- or citizen energy communities*** other than vulnerable households, vulnerable micro-enterprises and vulnerable transport uses, if those entities carry out measures and investments ultimately benefitting vulnerable households, vulnerable micro-enterprises and vulnerable transport users. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>44</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 10 a (new)</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
|  | ***Article 10a*** |
|  | ***Pre-financing*** |
|  | ***When requested by a Member State together with the submission of its Social Climate Plans, the Commission shall make apre-financing payment of an amount of up to 13% of the financial allocation. The Commission shall make the corresponding payment within, to the extent possible, two months after the adoption by the Commission of the legal commitment referred to in Article 18.*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>45</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 11 – paragraph 1</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| The Fund shall be implemented by the Commission in ***direct*** management in accordance with the relevant rules adopted pursuant to Article 322 TFEU, in particular Regulation (EU, Euratom) 2018/1046 and Regulation (EU, Euratom) 2020/2092 of the European Parliament and of the Council59 . | The Fund shall be implemented by the Commission in ***shared*** management in accordance with the relevant rules adopted pursuant to Article 322 TFEU, in particular Regulation (EU, Euratom) 2018/1046 and Regulation (EU, Euratom) 2020/2092 of the European Parliament and of the Council59 . |
| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 59 Regulation (EU, Euratom) 2020/2092 of the European Parliament and of the Council of 16 December 2020 on a general regime of conditionality for the protection of the Union budget (OJ L 433I, 22.12.2020, p. 1). | 59 Regulation (EU, Euratom) 2020/2092 of the European Parliament and of the Council of 16 December 2020 on a general regime of conditionality for the protection of the Union budget (OJ L 433I, 22.12.2020, p. 1). |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>46</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 14 – paragraph 1</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| 1. Member States shall contribute at least to ***50*** percent of the total estimated costs of their Plans. | 1. Member States shall contribute at least to ***75*** percent of the total estimated costs of ***the measures and investments referred to in Article 6(1) in*** their Plans. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>47</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 14 – paragraph 1 a (new)</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
|  | ***1a. Member States shall contribute at least to 50 percent of the total estimated costs of the measures and investments referred to in Article 6(2) in their Plans.*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>48</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 15 – paragraph 2 – point a – point i</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| (i) whether the Plan represents a response to the social impact on and challenges faced by vulnerable households, vulnerable micro-enterprises and vulnerable transport users in the Member State concerned from establishing the emission trading system for buildings and road transport established pursuant to Chapter IVa of Directive 2003/87/EC, especially households in energy poverty, duly taking into account the challenges identified in the assessments of the Commission of the update of the concerned Member State’s integrated national energy and climate plan and of its progress pursuant to Article 9(3), and Articles 13 and 29 of Regulation (EU) 2018/1999, as well as in the Commission recommendations to Member States issued pursuant to Article 34 of Regulation (EU) 2018/1999 in view of the long-term objective of climate neutrality in the Union by 2050. This shall take into account the specific challenges and the financial allocation of the Member State concerned; | (i) whether the Plan represents a response to the social impact on and challenges faced by vulnerable households, vulnerable micro-enterprises***, vulnerable SMEs*** and vulnerable transport users in the Member State concerned from establishing the emission trading system for buildings and road transport established pursuant to Chapter IVa of Directive 2003/87/EC, especially households in energy poverty, duly taking into account the challenges identified in the assessments of the Commission of the update of the concerned Member State’s integrated national energy and climate plan and of its progress pursuant to Article 9(3), and Articles 13 and 29 of Regulation (EU) 2018/1999, as well as in the Commission recommendations to Member States issued pursuant to Article 34 of Regulation (EU) 2018/1999 in view of the long-term objective of climate neutrality in the Union by 2050. This shall take into account the specific challenges and the financial allocation of the Member State concerned; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>49</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 15 – paragraph 2 – point a – point iii</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| (iii) whether the Plan contains measures and investments that ***contribute*** to the green transition, ***including to addressing the challenges resulting therefrom and*** in particular to the achievement of the 2030 climate and energy objectives of the Union and the 2030 milestones of the Mobility Strategy. | (iii) whether the Plan contains measures and investments that***, by contributing*** to the green transition, ***mitigate the social impacts and contribute*** in particular to the achievement of the 2030 climate and energy objectives of the Union and the 2030 milestones of the Mobility Strategy. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>50</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 15 – paragraph 2 – point b – point i</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| (i) whether the Plan is expected to have a lasting impact on the challenges addressed by that Plan and in particular on vulnerable households, vulnerable micro-enterprises and vulnerable transport users, especially households in energy poverty, in the Member State concerned; | (i) whether the Plan is expected to have a lasting impact on the challenges addressed by that Plan and in particular on vulnerable households, vulnerable micro-enterprises***, vulnerable SMEs*** and vulnerable transport users, especially households in energy poverty, in the Member State concerned; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>51</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 21 – paragraph 1 – introductory part</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| The Commission and the Member States concerned shall, in a manner commensurate to their respective responsibilities, foster synergies and ensure effective coordination between the Fund and other Union programmes and instruments, including InvestEU Programme, the Technical Support Instrument, the Recovery and Resilience Facility, and the Funds covered by Regulation (EU) 2021/1060. For that purpose, they shall: | The Commission and the Member States concerned shall, in a manner commensurate to their respective responsibilities, foster synergies and ensure effective coordination between the Fund and other Union programmes and instruments, including ***the Modernisation Fund established by Directive 2003/87/EC,*** InvestEU Programme, the Technical Support Instrument, the Recovery and Resilience Facility, and the Funds covered by Regulation (EU) 2021/1060. For that purpose, they shall: |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>52</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 22 – paragraph 2</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
| 2. The recipients of Union funding shall acknowledge the origin of those funds and ensure the visibility of the Union funding, in particular when promoting the actions and their results, by providing coherent, effective and proportionate targeted information to multiple audiences, including the media and the public. | 2. ***Each Member State shall ensure the visibility of Union support in all activities relating to operations supported by the fund among the final beneficiaries and the public, and shall communicate to Union citizens the role and achievements of the Fund.*** The recipients of Union funding shall acknowledge the origin of those funds and ensure the visibility of the Union funding, in particular when promoting the actions and their results, by providing coherent, effective and proportionate targeted information to multiple audiences, including the media and the public. |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>53</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 23 – paragraph 1 – point a</Article>

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|  | |
| Text proposed by the Commission | Amendment |
| (a) detailed quantitative information on the number of households ***in energy poverty***; | (a) detailed quantitative information on the number of ***vulnerable*** households***, vulnerable micro-enterprises, vulnerable SMEs and vulnerable transport users as defined in Article 2***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>54</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 23 – paragraph 1 – point b</Article>

|  |  |
| --- | --- |
|  | |
| Text proposed by the Commission | Amendment |
| (b) ***when applicable,*** detailed information on progress towards the national ***indicative objective*** to reduce the number of households ***in energy poverty***; | (b) detailed information on progress towards the national ***targets and objectives*** to reduce the number of ***vulnerable*** households***, vulnerable micro-enterprises, vulnerable SMEs and vulnerable transport users***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>55</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 24 a (new)</Article>

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| Text proposed by the Commission | Amendment |
|  | ***Article 24a*** |
|  | ***Report and review*** |
|  | ***1.***  ***The Commission shall report to the European Parliament and the Council, by 1 January 2030, and every third year until 2050, the results of an evaluation on the functioning of this Regulation, with emphasis on this Regulation’s effects on the functioning of the single market, the competitiveness of affected sectors and the magnitude of carbon leakage.*** |
|  | ***2.***  ***The Commission shall report to the European Parliament and the Council, by 1January 2030, and every fifth year until 2050, the results of a comprehensive evaluation of the aggregated macroeconomic impact of the Regulations that makeup the Fit for 55 package1a, with emphasis on the effects on the Union’s competitiveness, job creation, transport freight rates, household purchasing power and the magnitude of carbon leakage.*** |
|  | ***3.***  ***The Commission shall consider possible amendments to this Regulation with regards to regulatory simplification. The Commission and the competent authorities shall continuously adapt to best practice administrative procedures and take all measures to simplify the enforcement of this Regulation, keeping administrative burdens to a minimum.*** |
|  | ***\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_*** |
|  | ***1a*** ***Communication from the Commission (COM/2021/550), 14 July 2021.*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>56</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 24 b (new)</Article>

|  |  |
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|  | |
| Text proposed by the Commission | Amendment |
|  | ***Article 24b*** |
|  | ***Compensatory regulatory reduction*** |
|  | ***The Commission shall present, by [1 year before the entry into force of this Regulation], and in line with its communication on the application of the “one in, one out” principle1a, proposals offsetting the regulatory burdens introduced by this Regulation, through the revision or abolishment of provisions in other EU Regulations that generate compliance costs in the affected sectors.*** |
|  | ***\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_*** |
|  | ***1a*** ***EC press release on the working methods of the von der Leyen Commission, 4 December 2019.*** |

Or. <Original>{EN}en</Original>

</Amend></RepeatBlock-Amend>