OPINION

of the Committee on Transport and Tourism

for the Committee on the Environment, Public Health and Food Safety


Rapporteur for opinion: Tilly Metz
SHORT JUSTIFICATION

The European Parliament has, alongside several countries, local authorities and scientists, declared that our planet is facing a climate and environment emergency. To avoid accelerated and irreversible climate change and a massive decline in biodiversity, the global greenhouse gas emissions needs to be rapidly reduced. As a response to this challenge, the European Commission has presented a Green Deal, aiming to make Europe the first climate neutral continent by 2050, achieving economic development with the respect of the natural boundaries of the planet, while ensuring a just transition that leaves no person and no place left behind. The Climate Law presents a cornerstone of the Green Deal, enshrining the net-neutrality objective into law and constituting the foundation for all the Union’s climate action during the coming decades.

The Climate Law sets out the general trajectory for the Union’s emissions reductions, yet, the climate targets as proposed by the Commission are not in line with the latest available scientific evidence. According to the UNEP emission gap report 2019, the emissions needs to be reduced with 7.6 percent per year, starting from 2020, to reach the goals of the Paris agreement of limiting global warming to 1.5°C above pre-industrial levels. Pursuing this goal, the EU should achieve climate neutrality by 2040 at the latest and increase its 2030 target to at least 65 percent compared to 1990.

Reaching climate neutrality will require a profound transformation of our society and all economic sectors, in particular of the transport sector. The transport sector is the largest emitter in the European Union, representing 27 percent of the Union’s greenhouse gas emissions. Furthermore, it is the only sector that has continued to increase its emissions since 1990: in 2017 the emissions were 28 percent above the 1990 levels. The challenges of transforming this sector are not limited to road or rail, but include also the inland water transport, aviation and maritime sectors.

The aviation and maritime sectors are big emitters and in 2017, they were responsible for the largest percentage increase in greenhouse gas emissions. Still, analysis shows that the current global targets and measures envisaged by the International Maritime Organisation (IMO) and the International Civil Aviation Organisation (ICAO), will not bring the necessary emission reductions, and that significant further action is needed to reach the net zero emissions. That is why your Rapporteur proposes that the Commission should present a comprehensive set of legislation to ensure that the aviation and maritime sectors are aligned with the objectives of the Climate Law. For aviation, the overall climate effect is significantly higher than its greenhouse gas emissions. Your rapporteur therefore believes it is important to add these non-CO2 effects of aviation to the scope of the regulation.

The proposal from the Rapporteur also includes the creation of a European Panel on Climate Change (EPCC), an independent scientific advisory panel on climate change. The role of the EPCC is to monitor the greenhouse gas emissions and other climate effect reductions in the Union and the Member States and, where necessary, to make recommendations in line with the objective of the Climate Law. It shall also, at the latest within six months after each global stocktake of the Paris Agreement, publish a report on the consistency of the Union’s climate

objectives as set out in this regulation with the objective of limiting the temperature increase to 1.5°C above pre-industrial levels.

To ensure compatibility of all European Union legislation with the climate neutrality objective, the Commission shall assess all draft measures, including legislative and budget proposals before adoption. Your Rapporteur also suggests that the Commission shall assess all relevant existing EU legislation and budgets, and if necessary, propose modifications. Finally, the Rapporteur also suggests that the Commission shall present a comprehensive analysis of all direct and indirect fossil fuels subsidies in all Member States.

For every year we fail to take action, the level of difficulty and the costs of reducing emissions will increase. We are now at the brink of permanently overshooting the 1.5°C target, which would bring enormous social, economic and environmental consequences. We need an ambitious Climate Law followed by concrete measures, if we really want to achieve our climate goals, save and restore our ecosystems and enable the future generations to have a planet to live on.

AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) The Commission has, in its Communication of 11 December 2019 entitled ’The European Green Deal’, set out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use. It also aims to protect,

Amendment

(1) The Commission has, in its Communication of 11 December 2019 entitled ’The European Green Deal’, set out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use. It also aims to protect,
conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition must be just and inclusive, leaving no one behind.


Amendment 2
Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) A fixed long-term objective is crucial to contribute to economic and societal transformation, jobs, growth, and the achievement of the United Nations Sustainable Development Goals, as well as to move in a fair and cost-effective manner towards the temperature goal of the 2015 Paris Agreement on climate change following the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (the ‘Paris Agreement’).

Amendment

(3) A fixed and predictable long-term objective is crucial to contribute to economic and societal transformation, jobs, growth, and the achievement of the United Nations Sustainable Development Goals, as well as to reach in a fair and cost-effective manner the temperature goal of limiting global warming to well below 2°C above pre-industrial levels and pursuing efforts to limit it to 1,5°C above pre-industrial levels, as set out in the 2015 Paris Agreement on climate change following the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (the ‘Paris Agreement’).

Amendment 3
Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) The Union’s and the Member

Amendment

(5) The Union’s and the Member
States’ climate action aims to protect people and the planet, welfare, prosperity, health, food systems, the integrity of ecosystems and biodiversity against the threat of climate change, in the context of the 2030 agenda for sustainable development and in pursuit of the objectives of the Paris Agreement, and to maximize prosperity within the planetary boundaries and to increase resilience and reduce vulnerability of society to climate change.

Amendment 4

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Achieving climate neutrality should require a contribution from all economic sectors. In light of the importance of energy production and consumption on greenhouse gas emissions, the transition to a sustainable, affordable and secure energy system relying on a well-functioning internal energy market is essential. The digital transformation, technological innovation, and research and development are also important drivers for achieving the climate-neutrality objective.

Amendment

(6) Achieving climate neutrality requires a contribution from and a profound transformation of all economic sectors, including the transport sector, applying, inter alia, the “polluter pays” principle, and this transformation should be tailored to each sector’s specificities and features. In light of the importance of energy production and consumption on greenhouse gas emissions, the transition to a sustainable, affordable and secure energy system relying on a well-functioning internal energy market is essential. The digital transformation, technological innovation, and research and development are indispensable drivers for achieving the climate-neutrality objective.

Amendment 5

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) The Union is a global leader in the

Amendment

(10) Climate change is a global
transition towards climate neutrality, and is determined to help raise global ambition and to strengthen the global response to climate change, using all tools at its disposal, including climate diplomacy.

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**Amendment 6**

**Proposal for a regulation**

**Recital 10 a (new)**

*Text proposed by the Commission*

*(10a)* The climate-neutrality objective should be achieved at a European level, ensuring a level playing field and competitiveness, including developing a WTO-compatible carbon adjustment mechanism and re-negotiating the Energy Charter Treaty to promote sustainable energy investment.

**Amendment 7**

**Proposal for a regulation**

**Recital 11**

*Text proposed by the Commission*

*(11)* The European Parliament called for the necessary transition to a climate-neutral society by 2050 at the latest and for this to be made into a European success story and has declared a climate and environment emergency. The European Council, in its Conclusions of 12 December 2019, has agreed on the objective of achieving a climate-neutral Union by 2050, in line with the objectives of the Paris Agreement, while also recognising that it is necessary to put in place an enabling framework and that the

challenge which requires international cooperation. The Union is a global leader in the transition towards climate neutrality, and is determined to help raise global ambition and to strengthen the global response to climate change, using all tools at its disposal, including climate diplomacy, and on the basis of international solidarity and responsibility.
transition will require significant public and private investment. The European Council also invited the Commission to prepare a proposal for the Union’s long-term strategy as early as possible in 2020 with a view to its adoption by the Council and its submission to the United Nations Framework Convention on Climate Change.

33 European Parliament resolution of 15 January 2020 on the European Green Deal (2019/2956(RSP)).
34 European Parliament resolution of 28 November 2019 on the climate and environment emergency (2019/2930(RSP)).
35 Conclusions adopted by the European Council at its meeting on 12 December 2019, EUCO 29/19, CO EUR 31, CONCL 9.

Amendment 8
Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) The Union should aim to achieve a balance between anthropogenic economy-wide emissions and removals, through natural and technological solutions, of greenhouse gases domestically within the Union by 2050. The Union-wide 2050 climate-neutrality objective should be pursued by all Member States collectively, and the Member States, the European Parliament, the Council and the Commission should take the necessary measures to enable its achievement. Measures at Union level will constitute an important part of the measures needed to achieve the objective.

Amendment

(12) The Union should aim to achieve a balance between anthropogenic economy-wide emissions and removals, through natural and technological solutions, of greenhouse gases domestically within the Union and at the level of individual Member States as early as possible and by 2050 at the latest. The Union-wide 2050 climate-neutrality objective should be pursued by all Member States collectively and individually, and the Member States, the European Parliament, the Council and the Commission should take the necessary measures to enable its achievement. Measures at Union and national level will constitute an important part of the measures needed to achieve the objective.
After 2050, the Union and all Member States should continue to reduce emissions so as to ensure that removals of greenhouse gases exceed emissions.

Amendment 9
Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

(13a) The Union should continue its efforts to promote a circular economy and further support renewable solutions that can substitute fossil-fuel based products and materials.

Amendment 10
Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) Adaptation is a key component of the long-term global response to climate change. Therefore, Member States and the Union should enhance their adaptive capacity, strengthen resilience and reduce vulnerability to climate change, as provided for in Article 7 of the Paris Agreement, as well as maximise the co-benefits with other environmental policies and legislation. Member States should adopt comprehensive national adaptation strategies and plans.

Amendment 11
Proposal for a regulation
Recital 15

(14) Adaptation is a key component of the long-term global response to climate change. Therefore, Member States and the Union should enhance their adaptive capacity, strengthen resilience and reduce vulnerability to climate change, as provided for in Article 7 of the Paris Agreement, as well as maximise the co-benefits with other environmental policies and legislation. Member States should adopt comprehensive and ambitious national adaptation strategies and plans, taking into account regional and local specificities and applying the principle of sound financial management.
(15) In taking the relevant measures at Union and national level to achieve the climate-neutrality objective, Member States and the European Parliament, the Council and the Commission should take into account the contribution of the transition to climate neutrality to the well-being of citizens, the prosperity of society and the competitiveness of the economy; energy and food security and affordability; fairness and solidarity across and within Member States considering their economic capability, national circumstances and the need for convergence over time; the need to make the transition just and socially fair; best available scientific evidence, in particular the findings reported by the IPCC; the need to integrate climate change related risks into investment and planning decisions; cost-effectiveness and technological neutrality in achieving greenhouse gas emissions reductions and removals and increasing resilience; progression over time in environmental integrity and level of ambition.

(15) In taking the relevant measures at Union and national level to achieve the climate-neutrality objective, Member States and the European Parliament, the Council and the Commission should take into account the contribution of the transition to climate neutrality to the well-being of citizens, the prosperity of society and the competitiveness and long-term sustainability of the economy; energy and food security and affordability; the specific situation, climate performance and features of the different economic sectors concerned, including transport and mobility; fairness and solidarity across and within Member States considering their economic capability, national circumstances and the need for convergence over time; the need to take into account the potential social impact of future measures, making the transition just and socially fair, leaving no one behind; the need for accessible, reliable and accurate environmental performance information for citizens to make more sustainable and climate friendly choices; best available scientific evidence, in particular the findings reported by the IPCC; the need to integrate climate change related risks into investment and planning decisions; cost-effectiveness and the principle of technological neutrality in achieving greenhouse gas emissions reductions and removals and increasing resilience; progression over time in environmental integrity and level of ambition. The transport sector is characterised by long-term investments. The need for a stable, predictable and sound financial framework is essential in this sector in order to guarantee sustainable investments and reliability for investors, notably by avoiding the stranded assets phenomenon, especially for investments in infrastructures with a
Amendment 12

Proposal for a regulation
Recital 17

Text proposed by the Commission

(17) The Commission, in its Communication ‘The European Green Deal’, announced its intention to assess and make proposals for increasing the Union’s greenhouse gas emission reduction target for 2030 to ensure its consistency with the climate-neutrality objective for 2050. In that Communication, the Commission underlined that all Union policies should contribute to the climate-neutrality objective and that all sectors should play their part. By September 2020, the Commission should, based on a comprehensive impact assessment and taking into account its analysis of the integrated national energy and climate plans submitted to the Commission in accordance with Regulation (EU) 2018/1999 of the European Parliament and of the Council, review the Union’s 2030 target for climate and explore options for a new 2030 target of 50 to 55% emission reductions compared with 1990 levels. Where it considers necessary to amend the Union’s 2030 target, it should make proposals to the European Parliament and to the Council to amend this Regulation as appropriate. In addition, the Commission should, by 30 June 2021, assess how the Union legislation implementing that target would need to be amended in order to achieve emission reductions of 50 to 55% compared to 1990.

Amendment

(17) The Commission, in its Communication ‘The European Green Deal’, announced its intention to assess and make proposals for increasing the Union’s greenhouse gas emission reduction target for 2030 to ensure its consistency with the climate-neutrality objective for 2050. In that Communication, the Commission underlined that all Union policies should contribute to the climate-neutrality objective and that all sectors should play their part. By September 2020, the Commission should, based on a comprehensive impact assessment and taking into account its analysis of the integrated national energy and climate plans submitted to the Commission in accordance with Regulation (EU) 2018/1999 of the European Parliament and of the Council, review the Union’s 2030 target for climate and explore options for a new 2030 target of at least 55% emission reductions compared with 1990 levels. Where it considers necessary to amend the Union’s 2030 target, it should make proposals to the European Parliament and to the Council to amend this Regulation as appropriate. In addition, the Commission should, by 30 June 2021, assess how the Union legislation implementing that target would need to be amended in order to achieve those emission reductions. By 30 September 2025, the Commission should, in the light of the most recent scientific evidence and based on a comprehensive impact assessment, explore options for setting an ambitious Union 2040 target for emission reductions compared to 1990.

Amendment 13
Proposal for a regulation
Recital 17 a (new)

Text proposed by the Commission

Amendment

(17a) The Commission should assess employment needs, including education and training requirements, the development of the economy and the establishment of a fair and just transition.

Amendment 14
Proposal for a regulation
Recital 18

Text proposed by the Commission

Amendment

(18) To ensure the Union and the Member States remain on track to achieve the climate-neutrality objective and progress on adaptation, the Commission should regularly assess progress. Should the collective progress made by Member States towards the achievement of the climate-neutrality objective or on
adaptation be insufficient or Union measures inconsistent with the climate-neutrality objective or inadequate to enhance adaptive capacity, strengthen resilience or reduce vulnerability, the Commission should take the necessary measures in accordance with the Treaties. The Commission should also regularly assess relevant national measures, and issue recommendations where it finds that a Member State’s measures are inconsistent with the climate-neutrality objective or inadequate to enhance adaptive capacity, strengthen resilience and reduce vulnerability to climate change.

Amendment 15
Proposal for a regulation
Recital 19

Text proposed by the Commission

(19) The Commission should ensure a robust and objective assessment based on the most up to date scientific, technical and socio-economic findings, and representative of a broad range of independent expertise, and base its assessment on relevant information including information submitted and reported by Member States, reports of the European Environment Agency, best available scientific evidence, including the reports of the IPCC. Given that the Commission has committed to exploring how the EU taxonomy can be used in the context of the European Green Deal by the public sector, this should include information on environmentally sustainable investment, by the Union and Member objective or on adaptation be insufficient or Union measures inconsistent with the climate-neutrality objective or inadequate to enhance adaptive capacity, strengthen resilience and regeneration of ecosystems or reduce vulnerability, the Commission should take the necessary measures in accordance with the Treaties. The Commission should also regularly assess relevant national measures, and issue recommendations where it finds that a Member State’s measures are inconsistent with the climate-neutrality objective or inadequate to enhance adaptive capacity, strengthen resilience and regeneration of ecosystems and reduce vulnerability to climate change. Where a Member State persistently fails to address the Commission’s recommendations, the Commission should take the necessary measures in accordance with the Treaties.

Amendment

(19) The Commission should ensure a robust and objective assessment based on the most up to date scientific, technical and socio-economic findings, and representative of a broad range of independent expertise, and base its assessment on relevant information including information submitted and reported by Member States, reports of the European Environment Agency, best available scientific evidence, including the reports of the IPCC and the latest stocktake in accordance with Article 14 of the Paris Agreement. Given that the Commission has committed to exploring how the EU taxonomy can be used in the context of the European Green Deal by the public sector, this should include
States, consistent with Regulation (EU) 2020/... [Taxonomy Regulation] when such information becomes available. The Commission should use European statistics and data where available and seek expert scrutiny. The European Environment Agency should assist the Commission, as appropriate and in accordance with its annual work programme.

Amendment 16

Proposal for a regulation
Recital 20

*Text proposed by the Commission*

(20) As citizens and communities have a powerful role to play in driving the transformation towards climate neutrality forward, strong public and social engagement on climate action should be facilitated. The Commission should therefore engage with all parts of society to enable and empower them to take action towards a climate-neutral and climate-resilient society, including through launching a European Climate Pact.

*Amendment*

(20) As citizens and communities have a powerful role to play in driving the transformation towards climate neutrality forward, strong public and social engagement on climate action should be facilitated. The Commission should therefore engage with all parts of society, including citizens, economic and social partners, civil society, the scientific community, and local and regional authorities, to enable and empower them to take action towards a climate-neutral and climate-resilient society, including through launching a European Climate Pact.

Amendment 17

Proposal for a regulation
Recital 21

*Text proposed by the Commission*

(21) In order to provide predictability and confidence for all economic actors, including businesses, workers, investors

*Amendment*

(21) In order to reach the objectives of this Regulation in a cost-effective manner, it is crucial to provide
and consumers, to ensure that the transition towards climate neutrality is irreversible, to ensure gradual reduction over time and to assist in the assessment of the consistency of measures and progress with the climate-neutrality objective, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to set out a trajectory for achieving net zero greenhouse gas emissions in the Union by 2050. It is of particular importance that the Commission carries out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making\(^\text{37}\). In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States’ experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.


Amendment 18

Proposal for a regulation
Recital 23 a (new)

*Text proposed by the Commission*

(23a) *The Commission, in its Communication ‘The European Green Deal’\(^{1a}\) highlights the need to accelerate the shift to sustainable and smart mobility as a priority policy towards climate neutrality. To ensure the transition towards sustainable and smart mobility,*
the Commission has indicated that it will adopt a comprehensive strategy on sustainable and smart mobility in 2020 with ambitious measures aimed at significantly reducing CO₂ and pollutant emissions across all modes of transport, including by boosting the uptake of clean vehicles and alternative fuels for road, maritime and aviation fuels, increasing the share of more sustainable transport modes such as rail and inland waterways, and improving efficiency across the whole transport system, incentivising more sustainable consumer choices and low-emission practices, and investing in low- and zero-emissions solutions, including infrastructure.

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Amendment 19

Proposal for a regulation
Recital 23 b (new)

_Text proposed by the Commission_

(23b) A qualitative and effective transport system is essential for the proper functioning of the internal market and the quality of life of citizens as they enjoy their freedom to travel. It enables economic development and job creation. However, transport needs to be sustainable in the light of the new challenges that are to be faced. Transport accounts for at least a quarter of the Union’s greenhouse gas emissions. While important progress has been made to reduce the carbon footprint of the transport sector, including by enhancing fuel efficiency, increasing the use of sustainable transport fuels, reducing congestion, shifting transport to less polluting transport modes or meeting more stringent emissions standards, the
transport sector has not seen the same decline in emission as other sectors. All modes of transport will have to contribute to the decarbonisation of the transport sector in line with the objective of reaching a climate-neutral economy, which requires a 90% reduction in transport emissions by 2050. Such an ambitious emission reduction necessitates a comprehensive transition of the whole transport sector towards sustainable zero-emissions mobility. In that transition, the aviation and maritime sectors play a particular role, given the predicted sharp increase in their emissions up to 2050 and their strong international character. The Commission should, by 2021 at the latest, present a strategy with a comprehensive set of measures to ensure that all transport modes, and in particular international maritime, aviation and road transport, are contributing their due share to the climate-neutrality objective.

Amendment 20

Proposal for a regulation
Recital 23 c (new)

Text proposed by the Commission

(23c) Transport infrastructure could play a key role in accelerating the transformation to sustainable and smart mobility by catering for a modal shift to more sustainable transport modes, in particular for freight transport. At the same time, climate change events, such as rising water levels, extreme weather conditions, drought and rising temperatures, can result in infrastructure damages, operational disruptions, pressures on supply chain capacity and efficiency, and consequently have negative implication for European mobility. Therefore, the completion of the Trans European Transport Networks (TEN-T) core network by 2030 and the
completion of the complementary TEN-T network by 2040 is of the utmost importance, while taking into account the obligations set out in Union law on addressing the greenhouse gas emissions of projects during their whole life cycle. Furthermore, the Commission should consider proposing a legislative framework to increase the risk-management, resilience and climate adaptation of transport infrastructure.

Amendment 21
Proposal for a regulation
Recital 23 d (new)

Text proposed by the Commission

(23d) The connectivity of the European railway network, in particular international connections, to make passenger transport by rail more attractive for medium- and long-distance travels and improvements to the capacity of railways and inland waterways for freight, should be at the core of the Union’s legislative action.

Amendment 22
Proposal for a regulation
Recital 23 e (new)

Text proposed by the Commission

(23e) It is important to ensure that there are sufficient investments in developing appropriate infrastructure for zero-emission mobility, including intermodal platforms and reinforcing the role of the Connecting Europe Facility (CEF) in supporting the transition towards smart, sustainable and safe mobility in the Union.
Amendment 23

Proposal for a regulation
Recital 23 f (new)

Text proposed by the Commission

(23f) In line with the Union’s effort to shift road transport to rail in order to put the most CO2-efficient mode of transport in the lead while considering the upcoming European Year of rail in 2021, a particular legislative emphasis should be put on creating a true Single European Railway Area by removing all administrative burdens and protectionist national legislation by 2024.

Amendment 24

Proposal for a regulation
Recital 23 g (new)

Text proposed by the Commission

(23g) In order to achieve the objective of climate neutrality by 2050 as set out in the European Green Deal, the Commission should also strengthen the specific legislation on CO2 emissions performance standards for cars, vans and trucks, provide specific measures to pave the way for the electrification of road transport, and take initiatives to ramp up the production and deployment of sustainable alternative fuels.

Amendment 25

Proposal for a regulation
Recital 23 h (new)
The European Parliament noted that the current global targets and measures envisaged by the International Maritime Organisation and the International Civil Aviation Organisation, even if implemented in full, would fall short of the necessary emission reductions, and that significant further action at European and global level consistent with the economy-wide objective of net-zero greenhouse gas emissions is needed\textsuperscript{1a}.

\textsuperscript{1a} European Parliament resolution of 28 November 2019 on the 2019 UN Climate Change Conference in Madrid, Spain (COP 25) (2019/2712(RSP)).

Amendment 26
Proposal for a regulation
Recital 23 i (new)

All relevant Union agencies in the field of transport should contribute to the transition of the transport sector towards climate neutrality. In that respect, in accordance with Article 87 of Regulation 2018/1139 of the European Parliament and the Council\textsuperscript{1a}, the European Union Aviation Safety Agency (EASA) has been mandated to publish the European Aviation Environmental Report on the state of environmental protection relating to civil aviation in the Union and containing recommendations to address the gap between the environmental performance of the European aviation sector and the climate-neutrality objectives. Furthermore, the Union has established a pilot project to develop an Environmental Label Programme,
providing easily accessible, reliable and independent information on the climate performance of aviation to passengers, the general public and other actors, including private and public investors. Further to Article 30(4) of Directive 2003/87/EC of the European Parliament and the Council1b, EASA has been mandated to conduct a study to address the latest scientific developments related to non-CO\textsubscript{2} aviation emissions resulting in climate impacts at altitude, including issues such as the formation of condensation trails, their evolution into cirrus clouds, as well as the direct effects of sulphate aerosols and soot. The study should be published and transmitted to the European Parliament and to the Council without delay and highlight the technical and operational measures to address the issue.

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Amendment 27
Proposal for a regulation
Recital 23 j (new)

Text proposed by the Commission

(23j) The COVID-19 pandemic has had an unprecedented impact on society and economy. The effect that the aftermath of the pandemic has on specific sectors should be duly taken into account. On the other hand, the economic recovery presents a unique opportunity to accelerate the pace of transition towards climate neutrality by prioritising investments into decarbonisation and sustainable technologies.

Amendment 28
Proposal for a regulation
Article 1 – paragraph 2

Text proposed by the Commission

This Regulation sets out a binding objective of climate neutrality in the Union by 2050 in pursuit of the long-term temperature goal set out in Article 2 of the Paris Agreement, and provides a framework for achieving progress in pursuit of the global adaptation goal established in Article 7 of the Paris Agreement.

Amendment

This Regulation sets out a binding objective of climate neutrality in the Union and for individual Member States as soon as possible and by 2050 at the latest in pursuit of the long-term temperature goal set out in Article 2 of the Paris Agreement, and provides a framework for achieving progress in pursuit of the global adaptation goal established in Article 7 of the Paris Agreement.

Amendment 29
Proposal for a regulation
Article 2 – paragraph 1
1. Union-wide emissions and removals of greenhouse gases regulated in Union law shall be balanced as early as possible and at the latest by 2050, thus reducing emissions to net zero by that date.

Each Member State shall reach net zero emissions within its territory by 2050 at the latest.

Amendment 30
Proposal for a regulation
Article 2 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. As of the date on which emissions in the Union have reached net zero, as laid down in paragraph 1, Union and Member States policies shall ensure that removals of greenhouse gases exceed emissions in the Union and within the territory of each Member State.

Amendment 31
Proposal for a regulation
Article 2 – paragraph 2

Text proposed by the Commission

Amendment

2. The relevant Union institutions and the Member States shall take the necessary measures at Union and national level respectively, to enable the collective achievement of the climate-neutrality objective set out in paragraph 1, taking into account the importance of promoting fairness and solidarity among Member States.

2. The relevant Union institutions and the Member States shall take the necessary measures at Union and national level respectively, to enable the collective and individual achievement of the climate-neutrality objective set out in paragraph 1, taking into account the importance of promoting and applying fairness and solidarity among and within Member
Amendment 32

Proposal for a regulation
Article 2 – paragraph 3

Text proposed by the Commission

3. By September 2020, the Commission shall review the Union’s 2030 target for climate referred to in Article 2(11) of Regulation (EU) 2018/1999 in light of the climate-neutrality objective set out in Article 2(1), and explore options for a new 2030 target of 50 to 55% emission reductions compared to 1990. Where the Commission considers that it is necessary to amend that target, it shall make proposals to the European Parliament and to the Council as appropriate.

Amendment

3. By September 2020, the Commission shall, in light of the most recent scientific evidence and on the basis of a comprehensive impact assessment, review the Union’s 2030 target for climate referred to in Article 2(11) of Regulation (EU) 2018/1999 in light of the climate-neutrality objective set out in Article 2(1), and explore options for a new 2030 target of at least 55% emission reductions compared to 1990. Where the Commission considers that it is necessary to amend that target, it shall make proposals to the European Parliament and to the Council as appropriate.

Amendment 33

Proposal for a regulation
Article 2 – paragraph 4

Text proposed by the Commission

4. By 30 June 2021, the Commission shall assess how the Union legislation implementing the Union’s 2030 target would need to be amended in order to enable the achievement of 50 to 55% emission reductions compared to 1990 and to achieve the climate-neutrality-objective set out in Article 2(1), and consider taking the necessary measures, including the adoption of legislative proposals, in accordance with the Treaties.

Amendment

4. By 30 June 2021, the Commission shall assess how the Union legislation implementing the Union’s 2030 target would need to be amended in order to enable the achievement of at least 55% emission reductions compared to 1990 and to achieve the climate-neutrality-objective set out in Article 2(1), and consider taking the necessary measures, including the adoption of legislative proposals, in accordance with the Treaties. The Commission shall in particular evaluate
the options for aligning Union-related emissions from all transport modes with the 2030 target in order to reduce these emissions to net zero by 2050 at the latest and, as appropriate, present legislative proposals. Without prejudice to paragraph 1, the Commission shall ensure that investments already programmed by the national energy and climate plans (NECPs) before ... [the date of entry into force of this Regulation] are preserved, at least until the offer has been matched by the demand and no longer than 2050.

Amendment 34
Proposal for a regulation
Article 2 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. By 30 September 2025, the Commission shall, in light of the climate neutrality objective set out in Article 2(1) and the most recent scientific evidence, and on the basis of a comprehensive impact assessment, explore options for setting an ambitious Union 2040 target for emission reductions compared to 1990 and shall make, if appropriate, proposals to the European Parliament and to the Council.

Amendment 35
Proposal for a regulation
Article 2 – paragraph 4 b (new)

Text proposed by the Commission

Amendment

4b. No later than 18 months after the adoption of the 2040 climate target, the Commission shall assess how Union legislation relevant for the fulfilment of this target would need to be amended and take the necessary measures, including
the adoption of legislative proposals, in accordance with the Treaties.

Amendment 36
Proposal for a regulation
Article 3 – paragraph 1

Text proposed by the Commission

1. The Commission is empowered to adopt delegated acts in accordance with Article 9 to supplement this Regulation by setting out a trajectory at Union level to achieve the climate-neutrality objective set out in Article 2(1) until 2050. At the latest within six months after each global stocktake referred to in Article 14 of the Paris Agreement, the Commission shall review the trajectory.

Amendment

1. By 30 September 2025, the Commission shall, as appropriate and on the basis of the criteria set out in paragraph 3, adopt a legislative proposal in order to set a trajectory at Union level for achieving the climate-neutrality objective set out in Article 2(1). At the latest within six months after each global stocktake referred to in Article 14 of the Paris Agreement, the Commission shall review the trajectory and, where appropriate and in light of the most recent scientific evidence, bring forward legislative proposals to amend this trajectory.

Amendment 37
Proposal for a regulation
Article 3 – paragraph 2

Text proposed by the Commission

2. The trajectory shall start from the Union’s 2030 target for climate referred to in Article 2(3).

Amendment

2. The trajectory referred to in paragraph 1 shall start from the Union’s 2030 target for climate referred to in Article 2(3).

Amendment 38
Proposal for a regulation
Article 3 – paragraph 3 – introductory part
3. When setting a trajectory in accordance with paragraph 1, the Commission shall consider the following:

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

Text proposed by the Commission
(a) cost-effectiveness and economic efficiency;

Amendment
(a) cost-effectiveness and economic efficiency, including adjustment costs and the costs of inaction or delayed climate action;

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

Text proposed by the Commission
(b) competiveness of the Union’s economy;

Amendment
(b) competiveness and long-term sustainability of the Union’s economy, including any possible carbon and investment leakage through relocation and outsourcing;

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

Text proposed by the Commission
(c) best available technology;

Amendment
(c) best available technologies, in terms of life-cycle analysis, including their current market uptake and possible further development and deployment;
Amendment 42
Proposal for a regulation
Article 3 – paragraph 3 – point d

*Text proposed by the Commission*
(d) energy efficiency, energy affordability and security of supply;

*Amendment*
(d) energy efficiency, and energy and raw materials affordability and security of supply;

Amendment 43
Proposal for a regulation
Article 3 – paragraph 3 – point f

*Text proposed by the Commission*
(f) the need to ensure environmental effectiveness and progression over time;

*Amendment*
(f) the need to ensure environmental effectiveness, ambition and progression over time;

Amendment 44
Proposal for a regulation
Article 3 – paragraph 3 – point g

*Text proposed by the Commission*
(g) investment needs and opportunities;

*Amendment*
(g) investment needs and opportunities in different economic sectors, in a cross-sectoral approach, taking into account risks associated with stranded assets, while ensuring predictability for investments in the sectors concerned;

Amendment 45
Proposal for a regulation
Article 3 – paragraph 3 – point g a (new)

*Text proposed by the Commission*

*Amendment*
(ga) the specific situation, climate performance and features of the different
Amendment 46

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

Text proposed by the Commission

(h) the need to ensure a just and socially fair transition;

Amendment

(h) the need to ensure a just and socially fair transition for everyone in all territories in the Union, ensuring easy and affordable access to basic services, including mobility;

Amendment 47

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

Text proposed by the Commission

(i) international developments and efforts undertaken to achieve the long-term objectives of the Paris Agreement and the ultimate objective of the United Nations Framework Convention on Climate Change;

Amendment

(i) international developments and global efforts undertaken to achieve the long-term objectives of the Paris Agreement and the ultimate objective of the United Nations Framework Convention on Climate Change, taking into account the role and responsibility of the Union internationally;

Amendment 48

Proposal for a regulation
Article 4 – paragraph 1

Text proposed by the Commission

1. The relevant Union institutions and the Member States shall ensure continuous progress in enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change in accordance with Article 7 of the Paris Agreement.

Amendment

1. The relevant Union institutions and the Member States shall ensure continuous progress in enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change in accordance with Article 7 of the Paris Agreement and on the basis of an updated
Amendment 49

Proposal for a regulation
Article 4 – paragraph 2

2. Member States shall develop and implement adaptation strategies and plans that include comprehensive risk management frameworks, based on robust climate and vulnerability baselines and progress assessments.

Amendment

2. Member States, in cooperation with regional and local authorities, shall develop and implement, through their integrated national energy and climate plans, adaptation strategies and plans that include comprehensive risk management frameworks, based on robust climate and vulnerability baselines and progress assessments, and taking into account the economic and social dimension.

Amendment 50

Proposal for a regulation
Article 4 – paragraph 2 a (new)

2a. The Commission shall consider proposing a legislative framework to increase the risk-management, resilience and climate adaptation of transport infrastructure.

Amendment 51

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

(a) the collective progress made by all

Amendment

(a) the collective and individual
Member States towards the achievement of the climate-neutrality objective set out in Article 2(1) as expressed by the trajectory referred to in Article 3(1); progress made by all Member States towards the achievement of the climate-neutrality objective set out in Article 2(1) as expressed by the trajectory referred to in Article 3(1);

**Amendment 52**

Proposal for a regulation  
**Article 5 – paragraph 1 – subparagraph 1 – point b**

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
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<tbody>
<tr>
<td>(b) the collective progress made by all Member States on adaptation as referred to in Article 4.</td>
<td>(b) the collective <em>and individual</em> progress made by all Member States on adaptation as referred to in Article 4.</td>
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**Amendment 53**

Proposal for a regulation  
**Article 5 – paragraph 1 – subparagraph 2**

<table>
<thead>
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<th>Text proposed by the Commission</th>
<th>Amendment</th>
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</table>

**Amendment 54**

Proposal for a regulation  
**Article 5 – paragraph 4**

<table>
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<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
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<tbody>
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<td>4. The Commission shall assess any draft measure or legislative proposal in light of the climate-neutrality objective set out in Article 2(1) as expressed by the trajectory referred to in Article 3(1) before</td>
<td>4. The Commission shall assess any draft measure, <em>funding</em> or legislative proposal in light of the climate-neutrality objective set out in Article 2(1) as expressed by the trajectory referred to in</td>
</tr>
</tbody>
</table>
adoption, and include this analysis in any impact assessment accompanying these measures or proposals, and make the result of that assessment public at the time of adoption.

Article 3(1) before adoption, and include this analysis in any impact assessment accompanying these measures or proposals, and make the result of that assessment public at the time of adoption.

Amendment 55
Proposal for a regulation
Article 5 – paragraph 4 b (new)

Text proposed by the Commission

Amendment

4b. The Commission shall bring forward proposals to phase out direct and indirect Union and national support for fossil fuels.

Amendment 56
Proposal for a regulation
Article 6 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(b) the adequacy of relevant national measures to ensure progress on adaptation as referred to in Article 4.

(b) the adequacy of relevant national measures and the relevant national capacity to ensure progress on adaptation as referred to in Article 4.

Amendment 57
Proposal for a regulation
Article 6 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

The Commission shall submit the conclusions of that assessment, together with the State of the Energy Union Report prepared in the respective calendar year in accordance with Article 35 of Regulation (EU) 2018/1999, to the European Parliament and to the Council.

The Commission shall make publicly available and submit the conclusions of that assessment, together with the State of the Energy Union Report prepared in the respective calendar year in accordance with Article 35 of Regulation (EU) 2018/1999, to the European Parliament and to the Council.
Amendment 58
Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

2. Where the Commission finds, under due consideration of the collective progress assessed in accordance with Article 5(1), that a Member State’s measures are inconsistent with that objective as expressed by the trajectory referred to in Article 3(1) or inadequate to ensure progress on adaptation as referred to in Article 4, it may issue recommendations to that Member State. The Commission shall make such recommendations publicly available.

Amendment

2. Where the Commission finds, under due consideration of the collective and individual progress assessed in accordance with Article 5(1), that a Member State’s measures are inconsistent with that objective as expressed by the trajectory referred to in Article 3(1) or inadequate to ensure progress on adaptation as referred to in Article 4, it shall, if appropriate, issue duly justified recommendations to that Member State. The Commission shall make such recommendations publicly available.

Amendment 59
Proposal for a regulation
Article 6 – paragraph 3 – point a

Text proposed by the Commission

(a) the Member State concerned shall take due account of the recommendation in a spirit of solidarity between Member States and the Union and between Member States;

Amendment

(a) the Member State concerned shall take all necessary measures in order to implement the recommendation in a spirit of solidarity between Member States and the Union and between Member States;

Amendment 60
Proposal for a regulation
Article 6 – paragraph 3 – point b

Text proposed by the Commission

(b) the Member State concerned shall set out, in its first progress report submitted in accordance with Article 17 of Regulation (EU) 2018/1999, in the year

Amendment

(b) the Member State concerned shall set out, in its first progress report submitted in accordance with Article 17 of Regulation (EU) 2018/1999, in the year
following the year in which the recommendation was issued, how it has taken *due account of* the recommendation. If the Member State concerned decides not to address a recommendation or a substantial part thereof, that Member State shall provide the Commission its reasoning;

following the year in which the recommendation was issued, how it has taken *measures to implement* the recommendation. If the Member State concerned decides not to address a recommendation or a substantial part thereof, that Member State shall provide the Commission its *duly justified* reasoning;

**Amendment 61**

**Proposal for a regulation**
**Article 6 – paragraph 3 a (new)**

*Text proposed by the Commission*

3a. In the event that a Member State persistently fails to comply with the obligations set out under paragraph 3, the Commission shall take appropriate measures.

*Amendment*

**Amendment 62**

**Proposal for a regulation**
**Article 7 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) information submitted and reported under Regulation (EU) 2018/1999;

*Amendment*

(a) information submitted and reported under Regulation (EU) 2018/1999 on the governance of the Energy Union and of the action for the climate, including the national intermediate reports for the implementation of the integrated national energy and climate plans referred to in this Regulation;

**Amendment 63**

**Proposal for a regulation**
**Article 7 – paragraph 1 – point b**
(b) reports of the European Environment Agency (EEA); and other relevant Union agencies, including those in the field of transport;

Amendment 64

Proposal for a regulation
Article 7 – paragraph 1 – point c

(c) European statistics and data, including data on losses from adverse climate impacts, where available; and estimates of the costs of inaction or delayed climate action, and socio-economic data, where available;

Amendment 65

Proposal for a regulation
Article 7 – paragraph 1 – point d

(d) best available scientific evidence, including the latest reports of the IPCC; and most recent scientific evidence, including the latest reports of the IPCC, including with regard to other climate effects, such as those caused by changes in cirrus cloudiness;

Amendment 66

Proposal for a regulation
Article 7 – paragraph 1 – point d a (new)

(da) international developments and efforts undertaken at global level to achieve the long-term temperature goal of the Paris Agreement, including the latest
stocktake referred to in Article 14 of the Paris Agreement;

Amendment 67
Proposal for a regulation
Article 7 – paragraph 1 – point d b (new)

Text proposed by the Commission

Amendment
(db) the level of achievement of economic and social development objectives, including the impact of the implemented measures on the national economic and social situation;

Amendment 68
Proposal for a regulation
Article 7 – paragraph 1 – point d c (new)

Text proposed by the Commission

Amendment
(dc) technological innovation and best available technologies in the sectors concerned;

Amendment 69
Proposal for a regulation
Article 7 – paragraph 1 – point d d (new)

Text proposed by the Commission

Amendment
(dd) the need for regulatory consistency and stability in order to preserve a favourable investment environment; and

Amendment 70
Proposal for a regulation
Article 8 – paragraph 1
The Commission shall engage with all parts of society to enable and empower them to take action towards a climate-neutral and climate-resilient society. The Commission shall facilitate an inclusive and accessible process at all levels, including at national, regional and local level and with social partners, citizens and civil society, for the exchange of best practice and to identify actions to contribute to the achievement of the objectives of this Regulation. In addition, the Commission may also draw on the multilevel climate and energy dialogues as set up by Member States in accordance with Article 11 of Regulation (EU) 2018/1999.

**Amendment 71**

**Proposal for a regulation**

**Article 9**

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**Text proposed by the Commission**

**Amendment**

*Article 9*

**deleted**

**Exercise of the delegation**

1. The power to adopt delegated acts referred to in Article 3(1) is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 3(1) shall be conferred on the Commission for an indeterminate period of time from …[OP: date of entry into force of this Regulation].

3. The delegation of power referred to in Article 3(1) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power.
specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to Article 3 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and to the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Amendment 72

Proposal for a regulation
Article 10 – paragraph 1 – point 5
Regulation (EU) 2018/1999
Article 11 – Title

Text proposed by the Commission
Multilevel climate and energy dialogue

Amendment
Multilevel and cross-sectoral climate change dialogue
Amendment 73

Proposal for a regulation
Article 10 – paragraph 1 – point 5
Regulation (EU) 2018/1999
Article 11 – paragraph 1

Text proposed by the Commission

Each Member State shall establish a multilevel climate and energy dialogue pursuant to national rules, in which local authorities, civil society organisation, business community, investors and other relevant stakeholders and the general public are able actively to engage and discuss the achievement of the Union’s climate-neutrality objective set out in Article 2 of Regulation …/… [Climate Law] and the different scenarios envisaged for energy and climate policies, including for the long term, and review progress, unless it already has a structure which serves the same purpose. Integrated national energy and climate plans may be discussed within the framework of such a dialogue.;

Amendment

Each Member State shall establish a multilevel and cross-sectoral climate change dialogue pursuant to national rules, in which local authorities, civil society organisation, business community, investors and other relevant stakeholders and the general public are able actively to engage and discuss the achievement of the Union’s climate-neutrality objective set out in Article 2 of Regulation …/… [Climate Law] and the different scenarios envisaged for climate policies in the different sectors, including for the long term, and review progress, unless it already has a structure which serves the same purpose. Integrated national plans and strategies for, including but not limited to, energy, climate, housing, agriculture, biodiversity and mobility may be discussed within the framework of such a dialogue.;
## PROCEDURE – COMMITTEE ASKED FOR OPINION

<table>
<thead>
<tr>
<th>Title</th>
<th>Establishing the framework for achieving climate neutrality and amending Regulation (EU) 2018/1999 (European Climate Law)</th>
</tr>
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<tr>
<td>Committee responsible</td>
<td>ENVI 11.3.2020</td>
</tr>
<tr>
<td>Opinion by</td>
<td>TRAN 16.4.2020</td>
</tr>
<tr>
<td>Rapporteur</td>
<td>Tilly Metz 6.5.2020</td>
</tr>
<tr>
<td>Discussed in committee</td>
<td>23.6.2020</td>
</tr>
<tr>
<td>Date adopted</td>
<td>14.7.2020</td>
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| Result of final vote | ++: 28  
--: 12  
0: 9 |
<p>| Members present for the final vote | Magdalena Adamowicz, Andris Ameriks, José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Marco Campomenosi, Ciarán Cuffe, Jakop G. Dalunde, Johan Danielsson, Andor Deli, Karima Delli, Anna Depannay-Grunenberg, Ismail Ertug, Gheorghe Falcă, Giuseppe Ferrandino, Mario Furore, Søren Gade, Isabel García Muñoz, Jens Gieseke, Elsi Katainen, Kateřina Konečná, Elena Kountoura, Julie Lechanteux, Boguslaw Liberadzki, Benoît Lutgen, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Tilly Metz, Giuseppe Milazzo, Cláudia Monteiro de Aguiar, Caroline Nagtegaal, Jan-Christoph Oetjen, Philippe Olivier, Rovana Plumb, Dominique Riquet, Dorien Rookmaker, Massimiliano Salini, Barbara Thaler, István Ujhelyi, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Roberts Zīle, Kosma Złotowski |
| Substitutes present for the final vote | Leila Chaibi, Angel Dzhambazki, Markus Ferber, Carlo Fidanza, Maria Grapini, Roman Haider, Alessandra Moretti |</p>
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Key to symbols:
+ : in favour
- : against
0 : abstention