



2021/0206(COD)

2.5.2022

OPINION

of the Committee on Transport and Tourism

for the Committee on Employment and Social Affairs and the Committee on the Environment, Public Health and Food Safety

on the proposal for a Regulation of the European Parliament and the Council establishing a Social Climate Fund
(COM(2021)0568 – C9-0324/2021 – 2021/0206(COD))

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PA_Legam

SHORT JUSTIFICATION

The European Union's goal of achieving climate neutrality by 2050 is essential if we are to avoid the most disastrous consequences of climate change. However, the means proposed by the European Commission to reach that goal raise questions, particularly in terms of social equity and environmental effectiveness.

In terms of mobility, transport costs are, in most cases, inflexible for vulnerable households and micro-enterprises. Moreover, an increase in the price of petrol, as a direct consequence of the inclusion of road transport in the EU Emissions Trading Scheme (EU ETS), will have the primary effect of reducing the purchasing power of households, without allowing for a real modal shift towards low-carbon transport or a reduction in distances travelled.

At the same time, the depletion of resources, whether fossil fuels or raw materials, the disruptions in the global supply chain due to the disorganisation brought about by the COVID-19 pandemic, price volatility and geopolitical tensions inevitably lead to an increase in the costs of the transition to a decarbonised economy for households and companies.

We therefore need to support the most vulnerable in society to ensure that the necessary ecological transition is socially fair, without burdening the budgets of households and micro-enterprises in the process. This is the rationale behind the creation of the Social Climate Fund. Therefore, if we are to implement a coherent and socially just climate policy, the idea of extending the EU ETS to road transport and buildings must be abandoned. At the same time, the creation and implementation of the Social Climate Fund must be guaranteed by funding that is not dependent on the inclusion of road transport and buildings in the EU ETS. To that end, revenue from the current EU ETS or new own resources could be used as sources of funding.

The Social Climate Fund could thus be a great opportunity to support Member States in putting in place the measures necessary to make the decarbonisation of transport a reality. In order to do so, the budget of the Social Climate Fund will need to be commensurate with the necessary investments and offer the flexibility to make these investments in advance before the costs of the transition put a strain on investment capacities.

While the focus should clearly be on structural measures that drastically reduce our dependence on carbon-based mobility, a balance must be struck to ensure that in areas where the introduction of efficient alternatives is not feasible in the short term, vulnerable households and micro-enterprises can continue to use transport to meet their basic socio-economic needs.

In order to better identify the gaps and to address the different issues at stake, a definition of mobility poverty should be introduced in EU legislation, as is already the case for energy poverty. In addition, account needs to be taken of the inequalities from which women already suffer and the specific issues with regard to women and mobility.

Finally, priority must be given to the development of public transport, the main lever for decarbonising mobility, particularly in peripheral and rural areas, where the options available and the services provided do not meet the needs of the people and businesses in those areas. Alongside all of this, active mobility, in particular cycling, must be promoted.

AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on Employment and Social Affairs and the Committee on the Environment, Public Health and Food Safety, as the

committees responsible, to take the following amendments into account:

Amendment 1

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) Those amendments have differing economic and social impacts on the different sectors of the economy, on the citizens, and the Member States. ***In particular, the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC of the European Parliament and the Council³¹ should provide an additional economic incentive to invest into the reduction of fossil fuel consumption and thereby accelerate the reduction of greenhouse gas emissions. Combined with other measures, this should, in the medium to long term, reduce the costs for buildings and road transport, and provide new opportunities for job creation and investment.***

³¹ ***Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a system for greenhouse gas emission allowance trading within the Union (OJ L 275, 25.10.2003, p. 32).***

Amendment 2

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) However, resources are needed to finance those investments. ***In addition, before they have taken place, the cost supported by households and transport users for heating, cooling and cooking, as***

Amendment

(8) Those amendments have differing economic and social impacts on the different sectors of the economy, on the citizens, and the Member States. ***The costs of the transition, and the increased volatility of energy and commodity prices owing to transition-related adjustments and resource depletion, make it necessary to ensure social compensation and necessary resources to address the green transition and protect the most vulnerable households and micro and small enterprises while maintaining a high level of quality investments to ensure the success of the green transition.***

Amendment

(9) However, ***sufficient, stable and equitable*** resources ***for the duration of the Social Climate Fund*** are needed to finance those investments.

well as for road transport, is likely to increase as fuel suppliers subject to the obligations under the emission trading for buildings and road transport pass on costs on carbon to the consumers.

Amendment 3

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) The increase in the price for fossil fuels **may** disproportionately 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**.

Amendment

(10) The increase in the price for fossil fuels **will likely** disproportionately affect vulnerable households, vulnerable **micro and small enterprises** and vulnerable transport users who **already** spend a larger part of their incomes on energy and transport, **further exacerbating pre-existing inequalities for those in rural, peripheral, remote, outermost, insular, mountainous, sparsely populated or less developed - including peri-urban areas - regions and territories**.

For the most part, these households and micro and small enterprises do not have access to alternative, interconnected, efficient and affordable mobility and transport solutions. They are, moreover, often dependent on fossil fuels, without having the financial capacity to invest in decarbonised modes of transport, and low-carbon alternatives implying low capacities to adapt to the consequences of the green transition. Ambitious climate action would help the Union to reduce its dependence on fossil fuels. The Social Climate Fund comes as a complement to those measures to support Member States and helps providing structural long-lasting solutions to reduce energy and mobility poverty across the Union.

Amendment 4

Proposal for a regulation
Recital 11

Text proposed by the Commission

(11) Therefore, a ***part of the revenues generated by the inclusion of building and road transport into the scope of Directive 2003/87/EC*** should be ***used to address the social impacts arising from that inclusion, for the transition to be just and inclusive, leaving*** no one behind.

Amendment

(11) Therefore, a ***Social Climate Fund*** should be ***established at EU level, alongside Member States' Social Climate Plans, in order to ensure an inclusive and just green transition that leaves*** no one behind.

Amendment 5

Proposal for a regulation
Recital 12

Text proposed by the Commission

(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.

Amendment

(12) This is even more relevant in view of the existing levels of energy poverty ***and mobility poverty. Energy is essential and access to affordable energy services is a basic social right and essential for social inclusion***. Energy poverty is a situation in which households are unable to access essential energy services ***that underpin a decent standard of living and health, including adequate warmth, cooling, lighting, and energy to power appliances***. 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 ***survey***³². 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 ***provides*** immediate relief to households facing energy poverty. Only targeted structural measures ***and investments aimed at ending the reliance on fossil fuels***, in particular energy ***sustainable*** renovations,

the implementation of sustainable and smart mobility solutions that are affordable, efficient, safe and accessible for all users including people with disabilities or reduced mobility can provide lasting solutions;

³² Data from 2018. Eurostat, SILC [ilc_mdcs01]).

³² Data from 2018. Eurostat, SILC [ilc_mdcs01]).

Amendment 6

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) Mobility poverty has been underexposed and no clear Union-level or national definitions are available. However, the problem is becoming more pressing to address as a result of the necessary decarbonisation of transport, high fuel prices, or high dependencies on transport availability, accessibility and costs for daily mobility needs especially in rural, remote and other disadvantaged areas. Therefore, a broad Union level definition should be established to target support and monitoring practices. Mobility poverty can determine transport-related social exclusion.

Amendment 7

Proposal for a regulation Recital 13

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*

(13) *The Union and its Member States will not be able to meet their climate and environmental objectives without properly addressing energy and mobility poverty. Yet, despite data gathered on energy*

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.

poverty, there is currently no standard Union-level definitions of neither energy nor mobility poverty across the Union. As a result, no transparent and comparable data on mobility and not enough on energy poverty is currently available in the Union, hindering the possibility to effectively monitor and assess progress at national level. A Social Climate **Fund** ('the Fund') should therefore be established to provide funds to the Member States to support their policies to address the social impacts of the **green transition** on vulnerable households, vulnerable **micro and small enterprises** and vulnerable transport users. **The Fund should promote fairness and solidarity between and within Member States while mitigating the risk of energy and mobility poverty during the transition.** This should be achieved notably through **adaptive and targeted** measures and investments **with lasting impact** intended to reduce reliance on fossil fuels : **i) increased energy efficiency of buildings and access to renewable energies for** heating and cooling of buildings, including the integration from **sustainable, renewable, low-carbon and zero-emission energy** sources; **ii) granted access to and promotion of affordable** zero- and low-emission mobility and transport to vulnerable households, vulnerable **micro and small enterprises** and vulnerable transport users, **including:**

- **improved public transport (quality, frequency and network);**
- **private zero and low carbon mobility;**
- **attractive and safe active mobility;**
- **zero emission sustainable shared mobility;**
- **renewal of the fleet;**
- **deployment of the refuelling and recharging infrastructure;**

– *other combined multi-modal mobility services.*

Particular attention should be paid to those in rural, remote and other disadvantaged areas for which support to zero and low emission private mobility is often particularly relevant due to the lack of efficient alternative.

Amendment 8

Proposal for a regulation Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Access to quality and inclusive education, training and life-long learning for all is essential for ensuring that the workforce has the skills required to deliver on the green transition. Fair transition aspects should thus be integrated in the development and implementation of national skills strategies, in line with the European Skills Agenda and the EU's new updated Industrial Strategy^{1a}. Skills partnerships under the Pact for Skills will also be an important lever. Up-to-date labour market and skills intelligence and foresight, including at regional, sectoral and occupational levels allows for the identification and forecasting of relevant occupation-specific and transversal skills needs, also as a basis for adapting curricula to meet the skills needs for the green transition. VET should equip young people and adults, in particular women, with the skills needed to master the green transition^{1b}. Apprenticeships and paid traineeships, including strong training components, in particular for young people, contribute to labour market transitions, notably towards activities contributing to climate and environmental objectives, and sectors facing particular skills shortages. Increasing adult

participation in lifelong learning should be promoted to meet upskilling and reskilling needs, inter alia by empowering individuals to seek training that is tailored to their needs and via short, quality-assured courses on skills for the green transition, building on the European approach to micro-credentials, which will also make it easier to value and recognise the outcomes of such courses.

^{1a} Communication from the Commission ‘Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe’s recovery’, COM(2021) 350 final.

^{1b} Council Recommendation of 24 November 2020 on vocational education and training (VET) for sustainable competitiveness, social fairness and resilience (OJ C 417, 2.12.2020, p. 1).

Amendment 9

Proposal for a regulation Recital 13 b (new)

Text proposed by the Commission

Amendment

(13b) Support should be provided for accessing to quality employment, notably through tailored job search assistance and flexible and modular learning courses that also target green and digital skills where appropriate; Well-designed, targeted and time-bound employment programmes should also be considered in order to prepare beneficiaries via training, in particular people in vulnerable situations, for continued participation in the labour market.

Amendment 10

Proposal for a regulation

Recital 13 c (new)

Text proposed by the Commission

Amendment

(13c) Job creation is crucial in the context of this Regulation, in particular in territories most affected by the green transition and, where appropriate. The Commission and the Member States should facilitate access to finance and markets for micro, small and medium-sized enterprises with a view to promoting competitiveness, innovation and employment across the single market, including in sectors of strategic relevance in national and local contexts.

Amendment 11

Proposal for a regulation

Recital 14

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

(14) For that purpose, each Member State should submit to the Commission a Social Climate Plan ('the Plan'). Those Plans should pursue **the following** objectives. Firstly, they should provide vulnerable households, vulnerable **micro and small enterprises**, and vulnerable transport users the **sufficient** resources to finance and carry out investments in energy efficiency, decarbonisation of heating and cooling **of buildings and to access** zero- and low-emission vehicles and **integrated mobility services, including attractive and safe active** 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 **mobility** poverty during the transition period until such investments have been implemented. The Plans should have an investment component promoting the long-term solution of **phasing out** fossil fuels reliance and could envisage other measures, including direct income

shorter term.

support to mitigate adverse income effects in the shorter term.

Amendment 12

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) Member States, in consultation with regional *level* authorities, are best placed to design and to implement Plans that are adapted and targeted to their local, regional and national circumstances as their existing policies in the relevant areas and planned use of other relevant EU funds. In that manner, the broad diversity of situations, the specific knowledge of local and regional governments, research and innovation and industrial relations and social dialogue structures, as well as national traditions, can best be respected and contribute to the effectiveness and efficiency of the overall support to the vulnerable.

Amendment

(15) Member States, in consultation with regional, **local, urban and other public** authorities, **civil society, economic and social partners** are best placed to design and to implement Plans that are adapted and targeted to their local, regional and national circumstances as their existing policies in the relevant areas and planned use of other relevant EU funds. In that manner, the broad diversity of situations, the specific knowledge of local and regional governments, research and innovation and industrial relations and social dialogue structures, as well as national traditions, can best be respected and contribute to the effectiveness and efficiency of the overall support to the vulnerable.

Amendment 13

Proposal for a regulation

Recital 16

Text proposed by the Commission

(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***

Amendment

(16) Ensuring that the measures and investments are particularly targeted towards **addressing** energy **and mobility poverty, particularly in the case of** vulnerable households, vulnerable **micro and small enterprises**, vulnerable transport users is key for a just **and inclusive** transition towards climate neutrality.

trading for the sectors of buildings and road transport.

Amendment 14

Proposal for a regulation

Recital 17

Text proposed by the Commission

(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.*

Amendment

(17) Pending the impact of those investments on reducing costs and emissions, *well-targeted, temporary* direct support for *those in energy and mobility poverty may contribute to reduce energy and mobility costs while waiting for more structural investments to take place.* It would not be permanent as it does not address the root causes of energy and *mobility* poverty. *However, such support could be seen as a way of enabling the most vulnerable to make the journeys necessary to meet their basic socio-economic needs.* Eligibility for such direct support *should be harmonised with the phasing in of the relevant directives and regulations affecting vulnerable actors in the Fit for 55 package and should be targeted to people facing energy and mobility poverty. Such support should be given without too much administrative burden for its recipients.*

Amendment 15

Proposal for a regulation

Recital 17 a (new)

Text proposed by the Commission

Amendment

(17a) The Fund should comply with the Charter of Fundamental Rights of the European Union, the Union's obligation under the UN Convention on the Rights of Persons with disabilities, and align with the UN 2030 Agenda as well as the

Amendment 16

Proposal for a regulation Recital 18

Text proposed by the Commission

(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

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 **at least 30% of the total amount of the Union budget and the European Union Recovery instrument** expenditure should be spent **to supporting** climate objectives and should contribute to the ambition of providing **7.5% of annual spending under the MFF to biodiversity objectives in 2024 and** 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

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.

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).

Amendment 17

Proposal for a regulation Recital 19

Text proposed by the Commission

(19) Women are **particularly** affected by **carbon pricing as they** represent 85% of single parent families. **Single parent families** have a particularly high risk of child poverty. Gender **equality and** equal opportunities for all, and the mainstreaming of those objectives, as well

Amendment

(19) Women are **not only disproportionately** affected by **climate change, but also by the costs of the green transition due to the employment, income, pay and pension gaps and are therefore more likely to suffer from energy and mobility poverty. They also** represent 85%

as questions of accessibility for persons with disabilities should be taken into account and promoted throughout the preparation **and** implementation of Plans to ensure no one is left behind.

of single parent families, **which** have a particularly high risk of child poverty. **Women have different and more complex mobility patterns that those of men and use public transport more frequently. They are therefore more affected by public transport security, frequency, affordability and quality^{1a}. As transport is a factor that can directly increase poverty and social exclusion, gender equal rights and opportunities for all, and the mainstreaming of those objectives, as well as questions of accessibility for persons with disabilities and reduced mobility should be taken into account and promoted throughout the preparation, implementation and monitoring of Plans to ensure no one is left behind.**

^{1a} ***IPOLE study on "Women and transport", available at: [https://www.europarl.europa.eu/thinktank/nl/document/IPOL_STU\(2021\)701004](https://www.europarl.europa.eu/thinktank/nl/document/IPOL_STU(2021)701004)***

Amendment 18

Proposal for a regulation Recital 20 a (new)

Text proposed by the Commission

Amendment

(20a) The execution of the measures included in the Plans will be reliant on an adequate level of workforce. Therefore, Member States should complement the Plans by making use of other relevant Union actions and programmes to provide for reskilling and upskilling of workers to establish better opportunities, in particular in jobs related to building renovation, the manufacturing of zero and low emission vehicles as well as alternative fuel infrastructure deployment.

Amendment 19

Proposal for a regulation Recital 23

Text proposed by the Commission

(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.***

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).

Amendment

(23) The financial envelope of the Fund should be commensurate ***with stable and sufficient resources matching with the financial needs to reduce fossil fuel consumption and dependencies, and mitigate the social impacts of the green transition. The European Court of Auditors^{1a} estimates that, each year between 2021 and 2030, EUR 736bn are needed in the transport sector, including 31,4bn EUR yearly of public^{1b} expenditure^{1c} to reach the EU's 55% greenhouse gas target emission reduction by 2030. The financial envelope foreseen should be negotiated within the EU budget and the resource allocation between the European Parliament and the Council taking into account the evolution of the costs of the transition and of available resources. Member States are to finance 50% of the total costs of their Plan themselves. This share could be adjusted taking into consideration their different starting points and income levels as GDP per capita with reference years up to 2022 to take into account exceptional circumstances.***

^{1a} EU action on energy and climate change, 2017, European Court of Auditors, <https://op.europa.eu/webpub/eca/lr-energy-and-climate/en/>

^{1b} Covid-19 recovery : investment opportunities in deep renovation in Europe, May 2020, Buildings Performance Institute Europe, <https://www.bpie.eu/wp-content/uploads/2020/05/Recovery-investments-in-deep->

Amendment 20

Proposal for a regulation Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) In order to facilitate investments in equipment and goods allowing better adaptation to the costs of the transition and to ensure that support under the Plans can be effectively implemented from the initial years starting from the entry into force of the Social Climate Fund, it should be possible for an amount of up to 13 % of the financial contribution of Member States to be paid in the form of pre-financing by the Commission.

Amendment 21

Proposal for a regulation Article 1 – paragraph 3

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 ***directly*** benefit ***vulnerable*** households, ***vulnerable micro and small enterprises*** and transport users, which are particularly affected by the ***costs of the transition to climate neutrality, changes in energy prices and the impact of the emission trading system established by*** Directive 2003/87/EC, especially households in energy poverty and ***mobility poverty, users with low capacities to adapt to the consequences of the green transition and*** citizens without public transport ***or reduced mobility services*** alternative to individual cars, ***in particular*** in remote and rural areas ***including islands***

and outermost regions;

Amendment 22

Proposal for a regulation Article 1 – paragraph 4

Text proposed by the Commission

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

Amendment

The general objective of the Fund is to contribute to *a just, equitable, and inclusive* transition towards *the* climate neutrality *objective set out in Article 2, paragraph 1 of the Regulation EU 2021/1119 ("European Climate Law") in line with the Union's commitments under the Paris Agreement, and sustainable development and well-being for all by preventing and limiting as much as possible* the social impacts of the *costs of the transition*; The specific objective of the Fund is to *contribute to reduce energy and mobility poverty across the Union*, support vulnerable households, vulnerable *micro and small enterprises* and vulnerable transport users through temporary direct income support and through measures and investments intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration *and storage* of energy from *sustainable, renewable, low-carbon and zero-emission energy* sources, and *on the other hand strengthening and improving* access to *efficient and affordable* zero- and low-emission mobility and transport, *especially for private mobility in remote areas where there is a lack of efficient alternative, promoting the use of affordable and accessible public transport and increasing the quality and frequency of its services, and incentivising integrated mobility services and clean urban transport fleet renewal.*

Amendment 23

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

Text proposed by the Commission

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

Amendment

(1) ‘building renovation’ means all kinds of **measures to increase energy efficiency in buildings**, including the insulation of the building envelope, that is to say walls, roof, floor, the replacement of windows, the **decarbonisation of** replacement of heating **and** cooling, **the replacement of** cooking **and lighting** appliances **for more efficient ones**, and the installation of on-site production **and storage** of energy from **sustainable, renewable, low-carbon and zero-emission energy sources, taking into consideration the needs of people with disabilities**;

Amendment 24

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

Text proposed by the Commission

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

Amendment

(2) ‘energy poverty’ means **a household’s inability to meet its basic energy supply needs and lack of access to essential energy services as to guarantee basic levels of comfort and health and a decent standard of living, including adequate warmth, cooling, lighting, and energy to power appliances**;

⁵⁰ [Directive (EU) [yyyy/nnn] of the of the European Parliament and of the Council (OJ C [...], [...], p. [...]).] [Proposal for recast of Directive 2012/27/EU on energy efficiency]

Amendment 25

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

Text proposed by the Commission

Amendment

(2a) ‘mobility poverty’ means the situation of a household with limited access to available and affordable mobility and transport services and unable to afford the necessary transport required to meet essential services as well as essential socio-economic needs, depending on national, regional and local circumstances and which can be caused by one or the combination of the following factors: low-level incomes, high fuel expenditures, lack of affordable or availability of quality and high-frequency public transport services, lack or limited availability of alternative and active mobility solutions and their accessibility and location, with a particular focus on households in rural, remote and other disadvantaged areas;

Amendment 26

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

Text proposed by the Commission

Amendment

(9a) ‘small enterprise’ means an enterprise that employs fewer than 50 persons and whose annual turnover or annual balance sheet does not exceed EUR 10 million, calculated in accordance with Articles 3 to 6 of Annex I to Commission Regulation (EU) No 651/2014.

Amendment 27

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

Text proposed by the Commission

(10) ‘transport users’ means households or ***micro-enterprises*** that use various transport and mobility options;

Amendment

(10) ‘transport users’ means households or ***micro and small enterprises*** that use various transport and mobility options;

Amendment 28

Proposal for a regulation

Article 2 – paragraph 1 – point 11

Text proposed by the Commission

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

Amendment

(11) ‘vulnerable households’ means households ***which suffer from or at risk of*** energy ***and mobility*** poverty or households, including lower ***and*** middle-income ones, ***whose economic and social wellbeing is*** significantly affected by ***increased volatility of energy and commodity prices and the measures taken at Union and national level to advance in the green transition to achieve climate neutrality***;

Amendment 29

Proposal for a regulation

Article 2 – paragraph 1 – point 12

Text proposed by the Commission

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

Amendment

(12) ‘vulnerable ***micro and small enterprises***’ means ***micro and small enterprises*** that are significantly affected by the ***transition towards climate neutrality*** and lack the means to renovate the building they occupy ***or to purchase zero and low-emission vehicles***;

Amendment 30

Proposal for a regulation

Article 2 – paragraph 1 – point 13

Text proposed by the Commission

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

Amendment

(13) ‘vulnerable transport users’ means transport users, including from lower ***and*** middle-income households, that ***suffer from or are at risk of mobility poverty; particular attention should be taken to transport users in rural, remote and other disadvantaged areas.***

Amendment 31

Proposal for a regulation Article 3 – paragraph 1

Text proposed by the Commission

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

Amendment

1. Each Member State shall submit to the Commission a Social Climate Plan (‘the Plan’). ***The Plan shall be coherent and maximize synergies*** 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 ***should*** contain a coherent set of measures and investments to address the ***cost of the transition to climate neutrality*** on vulnerable households, vulnerable ***micro and small enterprises,*** vulnerable transport users in order to ensure affordable ***and efficient*** heating, cooling and ***to grant access to sustainable and smart*** mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Amendment 32

Proposal for a regulation
Article 3 – paragraph 2

Text proposed by the Commission

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

Amendment

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

Amendment 33

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

Text proposed by the Commission

Amendment

2a. In accordance with the ‘do-no significant-harm’ principle, this direct aid does not perpetuate a type of mobility dependent on fossil fuels, nor does it indirectly subsidise fossil fuels. However, if that aid is managed with the long-term goal of decarbonising mobility, it can temporarily enable vulnerable households, for whom alternative, decarbonised transport options are not available to meet their essential socio-economic needs.

Amendment 34

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

Text proposed by the Commission

3. The Plan shall include national projects to:

Amendment

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

Amendment 35

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

Text proposed by the Commission

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

Amendment

(a) finance measures and investments to increase energy efficiency of buildings, to implement energy efficiency improvement measures, to carry out building renovation, and to decarbonise heating and cooling of buildings, including the integration of energy production, **as well as its storage, from sustainable, renewable, low-carbon and zero-emission** energy sources ;

Amendment 36

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

Text proposed by the Commission

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

Amendment

(b) Finance measures and investments to increase the uptake of zero- and **low-emission** mobility and transport, **to promote the use of affordable, efficient and accessible public transport and increase the quality and frequency of its services, particularly in rural areas, to promote all facets of shared mobility services, as well as to incentivise clean urban transport fleet renewal and infrastructure that supports active mobility, such as cycling routes.**

Amendment 37

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

Text proposed by the Commission

Amendment

3a. Local and regional authorities,

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

Amendment 38

Proposal for a regulation

Article 4 – paragraph 1 – point b

Text proposed by the Commission

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

Amendment

(b) concrete accompanying measures *and policy reforms* needed to *implement and* accomplish the measures and investments of the Plan and reduce the effects referred to in point (c);

Amendment 39

Proposal for a regulation

Article 4 – paragraph 1 – point b a (new)

Text proposed by the Commission

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

Amendment

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

Amendment 40

Proposal for a regulation

Article 4 – paragraph 1 – point c

Text proposed by the Commission

(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy

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*;

poverty *and mobility poverty, on micro and small enterprises*, and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable *micro and small enterprises*, vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation *and gender-disaggregated data*, taking into account elements such as *national specificities and* access, *affordability and availability of frequent and quality* public transport and basic services and identifying the areas mostly affected, particularly *in rural*, remote and *other disadvantaged areas*; *these impacts shall also be analysed and assessed regularly taking into consideration the fact that a household may become vulnerable at any particular moment and for varying socio-economic reasons*;

Amendment 41

Proposal for a regulation

Article 4 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

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

Amendment 42

Proposal for a regulation

Article 4 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible

(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;***

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 ***provide a necessary and proportionate immediate relief for households and micro and small enterprises in energy and mobility poverty as part of a holistic strategy to effectively lift those micro and small enterprises and households out of mobility poverty through more structural investments on the short to medium term, in particular the phase out of the reliance on fossil fuel dependence;***

Amendment 43

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

Text proposed by the Commission

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

Amendment

(e) envisaged ***specific*** milestones ***and*** targets ***to reduce the number of vulnerable households and vulnerable micro and small enterprises*** and an indicative timetable for the implementation of the measures and investments to be completed ***at the end of each multiannual financial framework, that is, by 31 December 2027 and by 31 July 2035 respectively;***

Amendment 44

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

Text proposed by the Commission

(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

Amendment

(i) the arrangements for the effective monitoring and implementation of the Plan by the Member State ***and regional and local authorities*** concerned, ***including the involvement of economic and social partners and civil society in the process,*** in

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;

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; ***the Commission shall, by 31 July 2023, develop indicators to monitor mobility poverty. Data related to these indicators shall be regularly collected by European Statistical office and a Mobility Poverty Observatory shall be created by the European Commission;***

⁵⁴ OJ L 357, 27.10.2020, p. 35.

⁵⁴ OJ L 357, 27.10.2020, p. 35.

Amendment 45

Proposal for a regulation

Article 4 – paragraph 1 – point j

Text proposed by the Commission

(j) for the preparation and, where available, for the implementation of the Plan, a summary of the consultation process, conducted in accordance with Article 10 of Regulation (EU) 2018/1999 and with the national legal framework, of local and regional authorities, social partners, civil society organisations, youth organisations and other relevant stakeholders, and how the input of the stakeholders is reflected in the Plan;

Amendment

(j) for the preparation and, where available, for the implementation of the Plan, a summary of the consultation process ***provided in Article 3, paragraph 3a (new)***, conducted in accordance with Article 10 of Regulation (EU) 2018/1999 and with the national legal framework, of local and regional authorities, social partners, civil society organisations, youth organisations and other relevant stakeholders, and how the input of the stakeholders is reflected in the Plan;

Amendment 46

Proposal for a regulation

Article 4 – paragraph 1 a (new)

1a. *By 31 July 2023, the Commission shall provide guidance to Member States on how to comply with the provisions of this Article.*

Amendment 47

Proposal for a regulation Article 4 – paragraph 3

Text proposed by the Commission

3. ***When preparing their Plans, Member States may request*** the Commission ***to organise an*** exchange of good practices. Member States may also request technical support under the ELENA facility, established by an Agreement of the Commission with the European Investment Bank in 2009, or under the Technical Support Instrument established by Regulation (EU) 2021/240 of the European Parliament and of the Council⁵⁸.

⁵⁸ Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument (OJ L 57, 18.2.2021, p. 1).

Amendment 48

Proposal for a regulation Article 5 – paragraph 2 – introductory part

Amendment

3. The Commission ***shall set up a platform to actively promote the*** exchange of good practices ***among all stakeholders and communities concerned by the implementation of the Fund as well as to provide guidance to enable and encourage the capacity building of stakeholders to participate in the development and implementation of the Fund.*** Member States ***and the stakeholders involved in the preparation of the Plans*** may also request technical support under the ELENA facility, established by an Agreement of the Commission with the European Investment Bank in 2009, or under the Technical Support Instrument established by Regulation (EU) 2021/240 of the European Parliament and of the Council⁵⁸.

⁵⁸ Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument (OJ L 57, 18.2.2021, p. 1).

Text proposed by the Commission

2. Payment of support shall be conditional upon achieving the milestones and targets for measures and investments set out in the Plans. Those milestones and targets shall be compatible with the Union's climate targets and cover in particular:

Amendment

2. Payment of support shall be conditional upon achieving the milestones and targets for measures and investments set out in the Plans. Those milestones and targets shall be compatible with the Union's climate targets and cover in particular:

Amendment 49

**Proposal for a regulation
Article 5 – paragraph 2 – point c**

Text proposed by the Commission

(c) zero- and low-emission mobility **and** transport;

Amendment

(c) zero- and low-emission mobility, **taking into account the carbon footprint of vehicles throughout their life cycle, active mobility, mobility-on-demand services and public** transport;

Amendment 50

**Proposal for a regulation
Article 5 – paragraph 2 – point d**

Text proposed by the Commission

(d) greenhouse gas emissions reductions;

Amendment

(d) greenhouse gas emissions reductions **relating to measures and investments in accordance with Article 6;**

Amendment 51

**Proposal for a regulation
Article 5 – paragraph 2 – point e**

Text proposed by the Commission

(e) reductions in the number of vulnerable households, especially households in energy poverty, of

Amendment

(e) reductions in the number of vulnerable households, especially households in energy **and mobility** poverty,

vulnerable *micro-enterprises* and of vulnerable transport users, *including* in rural *and* remote areas.

of vulnerable *micro and small enterprises* and of vulnerable transport users, *disaggregated per gender, in particular* in rural, remote *and other disadvantaged* areas.

Amendment 52

Proposal for a regulation Article 5 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. The Social Climate Fund shall not support measures and investments excluded under Article 9 of Regulation (EU) 2021/1056.

Amendment 53

Proposal for a regulation Article 6 – paragraph 1

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. Member States may include the costs of measures providing direct income support, *such as reduction of taxes and fees, as a transitional measure*, to vulnerable households *facing energy and mobility poverty* to absorb the increase *of fuel prices and other costs of the transition towards smart and sustainable mobility*. Such support shall decrease over time and be *accompanied with policy reforms and more structural investments which would have long-lasting impacts*. Eligibility for such direct income support shall cease within the time limits identified under Article 4(1) point (d).

Amendment 54

Proposal for a regulation Article 6 – paragraph 2 – introductory part

Text proposed by the Commission

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:

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 and small enterprises** or vulnerable transport users and intend to:

Amendment 55

Proposal for a regulation
Article 6 – paragraph 2 – point a

Text proposed by the Commission

(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;

Amendment

(a) support building renovations, **prioritising social housing and deprived areas**, 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;

Amendment 56

Proposal for a regulation
Article 6 – paragraph 2 – point b

Text proposed by the Commission

(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;

Amendment

(b) contribute to the decarbonisation, including the electrification, **digitalisation** of heating and cooling **in** buildings, **and of cooking appliances, as well as** the integration **and storage** of energy from **sustainable, renewable, low-carbon and zero-emission energy** sources that contribute to the achievements of energy savings **such as vouchers, subsidies or zero- or low-interest loans to invest in products and services to increase the**

energy performance of buildings or to integrate sustainable, renewable, low-carbon and zero-emission energy sources in buildings;

Amendment 57

Proposal for a regulation Article 6 – paragraph 2 – point d

Text proposed by the Commission

(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;*

Amendment

(d) provide *investments aimed at accelerating the modal shift towards sustainable and multi-modal mobility solutions, such as financial support or fiscal incentives to access to zero and low emission vehicles, fostering the development of a second-hand zero and low-emission vehicle market; support for the creation and development of integrated mobility services, as well as for the provision of digital applications and non-digital initiatives that connect users to facilitate shared mobility;*

Amendment 58

Proposal for a regulation Article 6 – paragraph 2 – point e

Text proposed by the Commission

(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;

Amendment

(e) *help public transport operators and promote the use of affordable and accessible public transport and increase the quality of its services in terms of timing, frequency and punctuality particularly in rural areas and areas inhabited mainly by vulnerable households, granting preferably free access to public transport or social tariffs for access to public transport, fostering sustainable mobility on demand and shared mobility services, incentivising clean urban transport fleet renewal and paying*

particular attention to those areas suffering from demographic and accessibility challenges such as depopulated areas;

Amendment 59

Proposal for a regulation

Article 6 – paragraph 2 – point f

Text proposed by the Commission

(f) support public and private entities in developing and providing affordable zero- and low-emission mobility and transport services and the uptake of attractive active mobility options for rural, *insular, mountainous*, remote and *less accessible areas or for less developed regions or territories, including less developed peri-urban* areas.

Amendment

(f) support public and private entities in developing and providing affordable *and efficient* zero- and low-emission mobility and *public* transport services and the uptake of attractive, *accessible, and safe* active mobility options *such as financial support covering the purchase and leasing of bicycles as well as its corresponding infrastructure*, for rural, remote and *other disadvantaged* areas;

Amendment 60

Proposal for a regulation

Article 6 – paragraph 2 – point f a (new)

Text proposed by the Commission

Amendment

(fa) provide households affected by mobility poverty with targeted information, tailored advice, capacity building, training support and information about sustainable and affordable mobility alternatives.

Amendment 61

Proposal for a regulation

Article 7 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. The Fund shall not support, and the

1. The Fund shall not support, and the

estimated total costs of Plans shall not include measures in the form of direct income support pursuant to Article 3(2) of this Regulation for households already benefiting:

estimated total costs of Plans shall not include measures in the form of direct income support pursuant to Article 3(2) of this Regulation ***to the extent that these are additional and complementary to the support provided*** for households already benefiting:

Amendment 62

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

Text proposed by the Commission

Amendment

(a) from public intervention in the price level of the fuels covered by Chapter IVa of Directive 2003/87/EC;

deleted

Amendment 63

Proposal for a regulation Article 7 – paragraph 2

Text proposed by the Commission

Amendment

2. Where it is proven by the Member State concerned in its Plan that the public interventions referred to in paragraph 1 do not fully off-set the ***price increase resulting from the inclusion of the sectors of buildings and road transport into the scope of Directive 2003/87/EC***, direct income support may be included in the estimated total costs in the limits of the price increase not fully off-set.

2. Where it is proven by the Member State concerned in its Plan that the public interventions referred to in paragraph 1 do not fully off-set the ***costs of the transition to climate neutrality***, direct income support may be included in the estimated total costs in the limits of the price increase not fully off-set.

Amendment 64

Proposal for a regulation Article 8 – title

Text proposed by the Commission

Amendment

Pass-on of benefits to households, ***micro-***

Pass-on of benefits to households, ***micro***

enterprises and transport users

and small enterprises and transport users

Amendment 65

Proposal for a regulation Article 8 – paragraph 1

Text proposed by the Commission

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 *users*, if those entities carry out measures and investments ultimately benefitting vulnerable households, vulnerable *micro-enterprises* and vulnerable transport users.

Amendment

Member States may include into the estimated total costs financial support provided to public or private entities other than vulnerable households, vulnerable *micro and small enterprises* and vulnerable transport *users*, if those entities carry out measures and investments ultimately benefitting vulnerable households, vulnerable *micro and small enterprises* and vulnerable transport users.

Amendment 66

Proposal for a regulation Article 8 – paragraph 2

Text proposed by the Commission

Member States shall provide for the necessary statutory and contractual safeguards to ensure that the entire benefit is passed on to the households, *micro-enterprises* and transport users.

Amendment

Member States shall provide for the necessary statutory and contractual safeguards to ensure that the entire benefit is passed on to the households, *micro and small enterprises* and transport users.

Amendment 67

Proposal for a regulation Article 9 – paragraph 1

Text proposed by the Commission

1. The financial envelope for the implementation of the Fund for the period **2025-2027** shall be EUR 23 700 000 000 in current prices.

Amendment

1. The financial envelope *foreseen* for the implementation of the Fund for the period **2023-2027** shall be EUR 23 700 000 000 in current prices. *However, its definitive amount shall be negotiated*

within the EU budget, following an in-depth and updated assessment of the costs of the transition and the resources available.

Amendment 68

Proposal for a regulation Article 9 – paragraph 2

Text proposed by the Commission

2. The financial envelope for the implementation of the Fund for the period 2028-~~2032~~ shall be EUR 48 500 000 000 in current prices, ***subject to the availability of the amounts under the annual ceilings of the applicable multiannual financial framework referred to in Article 312 TFEU.***

Amendment

2. The financial envelope ***foreseen*** for the implementation of the Fund for the period 2028 - ~~2034~~ shall be EUR 48 500 000 000 in current prices. ***However, its definitive amount shall be determined during the negotiations of the next multiannual financial framework.***

Amendment 69

Proposal for a regulation Article 10 – paragraph 3

Text proposed by the Commission

3. Member States may include in their Plan, as part of the estimated total costs, the payments for additional technical support pursuant to Article 7 of Regulation (EU) 2021/240 and the amount of the cash contribution for the purpose of the Member State compartment pursuant to the relevant provisions of Regulation (EU) 2021/523. Those costs shall not exceed 4 % of the financial total allocation for the Plan, and the relevant measures, as set out in the Plan, shall comply with this Regulation.

Amendment

3. Member States may include in their Plan, as part of the estimated total costs, the payments for additional technical support pursuant to Article 7 of Regulation (EU) 2021/240 and the amount of the cash contribution for the purpose of the Member State compartment pursuant to the relevant provisions of Regulation (EU) 2021/523. Those costs shall not exceed 4 % of the financial total allocation for the Plan, and the relevant measures, as set out in the Plan, shall comply with this Regulation. ***In addition, where necessary, the Member State may propose additional technical assistance measures to strengthen the capacity and effectiveness of public authorities and bodies, beneficiaries and relevant partners necessary for the effective management***

and use of the Funds.

Amendment 70

Proposal for a regulation Article 12 – paragraph 1

Text proposed by the Commission

1. Support under the Fund shall be additional to the support provided under other Union funds, programmes and instruments. Measures and investments supported under the Fund may receive support from other Union funds, programmes and instruments provided that such support does not cover the same cost.

Amendment

1. Support under the Fund shall be additional to the support provided under other Union, ***national and, where appropriate, regional*** funds, programmes and instruments. Measures and investments supported under the Fund may receive support from other Union funds, programmes and instruments provided that such support does not cover the same cost.

Amendment 71

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

Text proposed by the Commission

Amendment

1a. Support under the Fund shall be used in synergy, complementarity, coherence and consistency with other funds, programmes and instruments at Union, national and, where appropriate, regional levels, in particular the Modernisation Fund established by Directive 2003/87/EC, the Invest EU Programme, the Technical Support Instrument, the Recovery and Resilience Facility, and the Funds covered by Regulation (EU) 2021/1060.

Amendment 72

Proposal for a regulation Article 13 – paragraph 1

Text proposed by the Commission

1. The maximum financial allocation shall be calculated for each Member State as specified in Annex I and Annex II.

Amendment

1. The ***minimum and*** maximum financial allocation shall be calculated for each Member State as specified in Annex I and Annex II ***and shall be adequate, allowing meaningful action by each Member State and leading to tangible results for citizens across the European Union.***

Amendment 73

Proposal for a regulation Article 13 a (new)

Text proposed by the Commission

Amendment

Article 13a

Pre-financing

1. Subject to the adoption by the Commission of the implementing act referred to in Article 16(1), when a Member State requests pre-financing together with the submission of the Plan, the Commission shall make a pre-financing payment of an amount of up to 13 % of the financial contribution. By derogation from Article 116(1) of Regulation (EU, Euratom) 2018/1046, 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.

2. In cases of pre-financing under paragraph 1, the financial contributions shall be adjusted proportionally.

Amendment 74

Proposal for a regulation Article 14 – paragraph 1

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' **contribution of 50% can be tailored following a thorough impact assessment taking into consideration their different starting points and income levels as GDP per capita with reference years up to 2022 to take into account exceptional circumstances.**

Amendment 75

Proposal for a regulation Article 14 – paragraph 2

Text proposed by the Commission

Amendment

2. **Member States shall inter alia use revenues from the auctioning of their allowances in accordance with Chapter IVa of Directive 2003/87/EC for their national contribution to the total estimated costs of their Plans.**

deleted

Amendment 76

Proposal for a regulation Article 15 – paragraph 2 – point a – point i

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

(i) whether the Plan represents **an adequate and effective** response to the social impact **of the costs of the transition** on and challenges faced by vulnerable households, vulnerable **micro and small enterprises** and vulnerable transport users in the Member State concerned, especially households in energy **poverty and mobility** 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

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;

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 ***Union's 2030 climate and energy targets and 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;

Amendment 77

Proposal for a regulation

Article 15 – paragraph 2 – point a – point iii

Text proposed by the Commission

(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***.

Amendment

(iii) Whether the Plan contains measures and investments ***addressing the social impacts*** that contribute to the green transition, and in particular to the achievement of the ***EU's 2030 and 2050 climate and energy objectives, the 2030 milestones of the Mobility Strategy and commitments to achieve the UN sustainable development goals as well as the objectives of the European Pillar of Social rights***;

Amendment 78

Proposal for a regulation

Article 15 – paragraph 2 – point a – point iii a (new)

Text proposed by the Commission

Amendment

(iii a) whether social partners and relevant stakeholders have been involved and the plans have been developed through an adequate consultation process in accordance with the European code of conduct on partnership (Commission Delegated Regulation n°240/2014) and

Article 3 paragraph 3a (new);

Amendment 79

Proposal for a regulation

Article 15 – paragraph 2 – point a – point iii b (new)

Text proposed by the Commission

Amendment

(iii b) whether the plan contains a gender impact analysis and an explanation of how the measures and investments are expected to address the gender dimension of energy poverty and mobility poverty.

Amendment 80

Proposal for a regulation

Article 15 – paragraph 2 – point b – point i

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 and small enterprises*** and vulnerable transport users, especially households in energy ***and mobility*** poverty, in the Member State concerned;

Amendment 81

Proposal for a regulation

Article 15 – paragraph 2 – point c – point iii a (new)

Text proposed by the Commission

Amendment

(iii a) whether the measures and investments are accompanied by complementary measures required to effectively address energy poverty and mobility poverty.

Amendment 82

Proposal for a regulation Article 17 – paragraph 1

Text proposed by the Commission

1. Where a Social Climate Plan, including relevant milestones and targets, is no longer achievable, either in whole or in part, by the Member State concerned because of objective circumstances, in particular because of the actual direct **effects** of the **emission trading system for buildings and road transport established pursuant to Chapter IVa of Directive 2003/87/EC**, the Member State concerned may submit to the Commission an amendment of its Plan to include the necessary and duly justified changes. Member States may request technical support for the preparation of such request.

Amendment

1. Where a Social Climate Plan, including relevant milestones and targets, is no longer achievable, either in whole or in part, by the Member State concerned because of objective circumstances, in particular because of the actual direct **costs** of the **transition to climate neutrality**, the Member State concerned may submit to the Commission an amendment of its Plan to include the necessary and duly justified changes. Member States may request technical support for the preparation of such request.

Amendment 83

Proposal for a regulation Article 17 – paragraph 5

Text proposed by the Commission

5. By 15 March 2027 each Member State concerned shall assess the appropriateness of its Plans in view of the **actual direct effects** of the **emission trading system for buildings and road transport established pursuant to Chapter IVa of Directive 2003/087/EC**. Those assessments shall be submitted to the Commission as part of the biennial progress reporting pursuant to Article 17 of Regulation (EU) 2018/1999.

Amendment

5. By 15 March 2027 each Member State concerned shall assess the appropriateness of its Plans in view of the **objective to reduce energy poverty and mobility poverty, and mitigating the costs** of the **transition while meeting the Union energy and climate targets**. Those assessments shall be submitted to the Commission as part of the biennial progress reporting pursuant to Article 17 of Regulation (EU) 2018/1999.

Amendment 84

Proposal for a regulation Article 18 – paragraph 1

Text proposed by the Commission

1. After the Commission has adopted a decision as referred to in Article 16, it shall in due time conclude an agreement with the Member State concerned constituting an individual legal commitment within the meaning of Regulation (EU, Euratom) 2018/1046 covering the period **2025-2027**. ***That agreement may be concluded at the earliest one year before the year of the start of the auctions under Chapter IVa of Directive 2003/87/EC.***

Amendment 85

**Proposal for a regulation
Article 18 – paragraph 2**

Text proposed by the Commission

2. The individual legal commitment covering the period 2028-**2032** ***shall*** be concluded subject to the availability of the amounts referred to in Article 9(2) of this Regulation under the annual ceilings of the multiannual financial framework referred to in Article 312 TFEU.

Amendment 86

**Proposal for a regulation
Article 18 – paragraph 3**

Text proposed by the Commission

3. Budgetary commitments may be based on global commitments ***and, where appropriate, may be broken down into annual instalments spread over several years.***

Amendment 87

Amendment

1. After the Commission has adopted a decision as referred to in Article 16, it shall in due time conclude an agreement with the Member State concerned constituting an individual legal commitment within the meaning of Regulation (EU, Euratom) 2018/1046 covering the period **2023-2027**.

Amendment

2. The individual legal commitment covering the period 2028-**2034** be concluded subject to the availability of the amounts referred to in Article 9(2) of this Regulation under the annual ceilings of the multiannual financial framework referred to in Article 312 TFEU.

Amendment

3. Budgetary commitments may be based on global commitments.

Proposal for a regulation
Article 19 – paragraph 7

Text proposed by the Commission

7. Where, within 12 months of the date of the conclusion of relevant agreements referred to in Article 18, no tangible progress has been made in respect of any relevant milestones and targets by the Member State concerned, the Commission shall terminate the relevant agreements referred to in Article 18 and shall de-commit the amount of the financial allocation. The Commission shall take a decision on the termination of agreements referred to in Article 18 after having given the Member State concerned the possibility to present its observations within a period of two months of the communication of its assessment as to whether no tangible progress has been made.

Amendment

7. Where, within 12 months of the date of the conclusion of relevant agreements referred to in Article 18, no tangible progress has been made in respect of any relevant milestones and targets by the Member State concerned, the Commission shall terminate the relevant agreements referred to in Article 18 and shall de-commit the amount of the financial allocation. ***Any pre-financing in accordance with Article [13a] shall be recovered in full.*** The Commission shall take a decision on the termination of agreements referred to in Article 18 after having given the Member State concerned the possibility to present its observations within a period of two months of the communication of its assessment as to whether no tangible progress has been made.

Amendment 88

Proposal for a regulation
Article 21 – paragraph 1 – introductory part

Text proposed by the Commission

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:

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 ***the Modernisation Fund***, 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:

Amendment 89

Proposal for a regulation Article 23 – paragraph 1 – point a

Text proposed by the Commission

(a) detailed quantitative information on the number of households in energy poverty;

Amendment

(a) detailed quantitative information **as well as disaggregated data** on the number of households in energy poverty **and mobility poverty and changes compared to the last report using the definition proposed in their plan**;

Amendment 90

Proposal for a regulation Article 23 – paragraph 1 – point b

Text proposed by the Commission

(b) when applicable, detailed information on progress towards the national indicative objective to reduce the number of households **in** energy poverty;

Amendment

(b) when applicable, detailed information on progress towards the national indicative objective to reduce the number of households **facing** energy poverty **and mobility poverty**;

Amendment 91

Proposal for a regulation Article 23 – paragraph 1 – point c

Text proposed by the Commission

(c) detailed information on the results of the measures and investments, included in its Plan;

Amendment

(c) detailed information on the results of the measures and investments, included in its Plan, **in particular as regards the potential emission reduction and the number of beneficiaries**;

Amendment 92

Proposal for a regulation Article 23 – paragraph 1 – point f

Text proposed by the Commission

(f) in 2027, an assessment of the Plan referred to in Article 17(5) in view of ***the actual direct effects*** of the ***emission trading system for buildings and road transport established pursuant to Chapter IVa of Directive 2003/087/EC***;

Amendment

(f) in 2027, an assessment of the Plan referred to in Article 17(5) in view of ***costs*** of the ***transition***;

Amendment 93

Proposal for a regulation
Article 24 – paragraph 1

Text proposed by the Commission

1. By 1 July **2028**, the Commission shall provide the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions with an evaluation report on the implementation and functioning of the Fund.

Amendment

1. By 1 July **2024**, the Commission shall provide the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions with an ***early*** evaluation report on the implementation and functioning of the Fund.

Amendment 94

Proposal for a regulation
Article 24 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. By 1 July 2026, the Commission shall provide the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions with an evaluation report on the implementation and functioning of the Fund.

Amendment 95

Proposal for a regulation
Article 24 – paragraph 2

Text proposed by the Commission

2. By 31 December 2033, the Commission shall provide the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions with an independent ex post evaluation report.

Amendment

2. By 31 December 2033, the Commission shall provide the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions with an independent ex post evaluation report *of the Fund's use between 2023-2034*.

Amendment 96

Proposal for a regulation
Article 24 – paragraph 3

Text proposed by the Commission

3. The evaluation report shall, in particular, assess to which extent the objectives of the Fund laid down in Article 1 have been achieved, the efficiency of the use of the resources and the Union added value. It shall consider the continued relevance of all objectives and actions set out in Article 6 in light of the impact *on greenhouse gas emissions from the emission trading system for buildings and road transport pursuant to Chapter IVa of Directive 2003/87/EC and from the national measures taken to meet the binding annual greenhouse gas emission reductions by Member States pursuant to Regulation (EU) 2018/842 of the European Parliament and of the Council⁶³*. It shall also *consider the continued relevance of the financial envelope of the Fund in relation to possible developments concerning the auctioning of allowances under the emission trading system for buildings and road transport pursuant to Chapter IVa of Directive 2003/87/EC* and other relevant considerations.

Amendment

3. The evaluation report shall, in particular, assess to which extent the objectives of the Fund laid down in Article 1 have been achieved, the efficiency of the use of the resources and the Union added value. It shall consider the continued relevance of all objectives and actions set out in Article 6 in light of the *potential impact of the measures taken at Union and national level to advance in the green transition to achieve the climate neutrality objective, as well as the impact of national measures taken to meet the binding annual greenhouse gas emission reductions by Member States pursuant to Regulation (EU) 2018/842 of the European Parliament and of the Council⁶³ and progress towards the implementation of the objectives of the European Pillar of Social rights*. It shall also *examine to what extent the financial envelope of the Fund remains relevant with regard to the possible evolution of the costs of the transition* and other relevant considerations *such as the evolution of the prices of energy and raw materials necessary for the green transition*.

⁶³ Regulation (EU) 2018/842 of the

⁶³ Regulation (EU) 2018/842 of the

European Parliament and of the Council of 30 May 2018 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement and amending Regulation (EU) No 525/2013 (OJ L 156, 19.6.2018, p. 26-42).

European Parliament and of the Council of 30 May 2018 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement and amending Regulation (EU) No 525/2013 (OJ L 156, 19.6.2018, p. 26-42).

Amendment 97

Proposal for a regulation Article 24 – paragraph 5

Text proposed by the Commission

5. The *ex post* evaluation report shall consist of a global assessment of the Fund and shall include information on its impact.

Amendment

5. The evaluation report shall consist of a global assessment of the Fund and shall include information on its impact.

Amendment 98

Proposal for a regulation Article 26 – paragraph 2

Text proposed by the Commission

It shall apply from *the date by which the Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with Directive (EU) [yyyy/nnn] of the European Parliament and the Council⁶⁴ amending Directive 2003/87/EC as regards Chapter IVa of Directive 2003/87/EC.*

Amendment

It shall apply from **2023**.

⁶⁴ [Directive (EU) yyyy/nnn of the European Parliament and of the Council.... (OJ)] [Directive amending Directive 2003/87/EC]

⁶⁴ [Directive (EU) yyyy/nnn of the European Parliament and of the Council.... (OJ)] [Directive amending Directive 2003/87/EC]

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Establishing a Social Climate Fund
References	COM(2021)0568 – C9-0324/2021 – 2021/0206(COD)
Committees responsible Date announced in plenary	EMPL ENVI 13.9.2021 13.9.2021
Opinion by Date announced in plenary	TRAN 13.9.2021
Rapporteur for the opinion Date appointed	Leila Chaibi 29.10.2021
Rule 58 – Joint committee procedure Date announced in plenary	11.11.2021
Discussed in committee	7.2.2022
Date adopted	28.4.2022
Result of final vote	+: 44 –: 1 0: 3
Members present for the final vote	Magdalena Adamowicz, Andris Ameriks, José Ramón Bauzá Díaz, Erik Bergkvist, Izaskun Bilbao Barandica, Paolo Borchia, Karolin Braunsberger-Reinhold, Marco Campomenosi, Massimo Casanova, Karima Delli, Anna Deparnay-Grunenberg, Ismail Ertug, Gheorghe Falcă, Giuseppe Ferrandino, Carlo Fidanza, Mario Furore, Søren Gade, Isabel García Muñoz, Jens Gieseke, Elsi Katainen, Elena Kountoura, Julie Lechanteux, Bogusław Liberadzki, Peter Lundgren, Benoît Lutgen, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Tilly Metz, Cláudia Monteiro de Aguiar, Caroline Nagtegaal, Jan-Christoph Oetjen, Philippe Olivier, Rovana Plumb, Tomasz Piotr Poreba, Dominique Riquet, Massimiliano Salini, Vera Tax, Barbara Thaler, István Ujhelyi, Henna Virkkunen, Petar Vitanov, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Roberts Zīle, Kosma Złotowski
Substitutes present for the final vote	Leila Chaibi, Clare Daly, Pär Holmgren

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

44	+
ECR	Carlo Fidanza, Tomasz Piotr Poręba, Roberts Zīle, Kosma Złotowski
ID	Paolo Borchia, Marco Campomenosi, Massimo Casanova, Julie Lechanteux, Philippe Olivier
NI	Mario Furore
PPE	Magdalena Adamowicz, Karolin Braunsberger-Reinhold, Gheorghe Falcă, Jens Gieseke, Elżbieta Katarzyna Łukacijewska, Benoît Lutgen, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Massimiliano Salini, Barbara Thaler, Elissavet Vozemberg-Vrionidi, Lucia Vuolo
Renew	José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Søren Gade, Jan-Christoph Oetjen, Dominique Riquet
S&D	Andris Ameriks, Erik Bergkvist, Ismail Ertug, Giuseppe Ferrandino, Isabel García Muñoz, Bogusław Liberadzki, Rovana Plumb, Vera Tax, István Ujhelyi, Petar Vitanov
The Left	Leila Chaïbi, Clare Daly, Elena Kountoura
Verts/ALE	Karima Delli, Anna Deparnay-Grunenberg, Pär Holmgren, Tilly Metz

1	-
ECR	Peter Lundgren

3	0
PPE	Henna Virkkunen
Renew	Elsi Katainen, Caroline Nagtegaal

Key to symbols:

+ : in favour

- : against

0 : abstention