



2021/0206(COD)

1.3.2022

AMENDMENTS

43 - 419

Draft opinion

Leila Chaibi

(PE704.623v01-00)

Establishing a Social Climate Fund

Proposal for a regulation

(COM(2021)0568 – C9-0324/2021 – 2021/0206(COD))

Amendment 43
Josianne Cutajar

Proposal for a regulation
Citation 5 a (new)

Text proposed by the Commission

Amendment

Having regard to Article 174 of the TFEU,

Or. en

Amendment 44
Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation
Recital 2

Text proposed by the Commission

Amendment

(2) The Commission Communication The European Green Deal²⁹ sets out a new growth strategy that aims to transform the Union into a sustainable, fairer and more prosperous society, with a modern, resource-efficient and competitive economy, where there are no net emissions of greenhouse gases in 2050 ***and where economic growth is decoupled from resource use***. The Commission proposes also to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. Finally, the Commission considers that this transition should be just and inclusive, leaving no one behind.

(2) The Commission Communication The European Green Deal²⁹ sets out a new growth strategy that aims to transform the Union into a sustainable, fairer and more prosperous society, with a modern, resource-efficient and competitive economy, where there are no net emissions of greenhouse gases in 2050. The Commission proposes also to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. Finally, the Commission considers that this transition should be just and inclusive, leaving no one behind.

²⁹ COM(2019)640 final.

²⁹ COM(2019)640 final.

Or. en

Amendment 45

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Josianne Cutajar, Maria Grapini, István Ujhelyi

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3 a) The "UN Climate Change Conference UK 2021", known as COP26, committed to the transition to climate neutrality to be just and sustainable, so that no region or community is left behind and highlighted the importance of ensuring a just transition of the workforce and the creation of decent work and quality jobs. The COP26 emphasised the need to support communities and regions that are particularly vulnerable to the economic, employment and social effects of the transition.

Or. en

Amendment 46
Tilly Metz

Proposal for a regulation
Recital 8

Text proposed by the Commission

Amendment

(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

deleted

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).**

Or. en

Justification

The Social Climate Fund should be decoupled from the ETS2 proposal for transport and buildings and be used to directly address the causes of energy and mobility poverty, by proactively enabling European citizens to switch to sustainable, energy efficient, green alternatives, rather than as an instrument for ex post compensation, in line with the EU commitment to achieve a socially just ecological transition.

Amendment 47

Andor Deli

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.

Amendment

(8) Those amendments have differing economic and social impacts on the different sectors of the economy, on the citizens, and the Member States. Combined with other measures, this should, in the medium to long term, ***provide necessary resources for Member States to achieve the increased climate targets*** 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).

Or. en

Justification

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

Amendment 48

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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.***

Amendment

(8) Those amendments have differing economic and social impacts on the different sectors of the economy, on the citizens, and the ***EU regions and*** Member States. ***The aspect of social compensation is critical to address the green transition and to protect and prevent the possible negative impacts on the most vulnerable households and enterprises while maintaining a high level of investment to ensure the success of the ecological transition.***

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).

Or. en

Amendment 49
Ondřej Kovařík

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

(8) Those amendments have differing economic and social impacts on the different sectors of the economy, on the citizens, and the Member States. ***To maintain a high level of investment to ensure the success of the ecological transition the most vulnerable households and micro-enterprises requires protection in accordance with the increased instability of energy and commodity prices and other costs of transition related adjustments and resource depletion.***

Or. en

Amendment 50

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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

(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 *quality* job creation and *investments*.

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).

Or. en

Amendment 51

Tilly Metz

Proposal for a regulation

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8 a) The depth and acute nature of the ongoing climate and environmental emergency has a more disproportionate

effect on the most vulnerable groups, including the economically disadvantaged, low-income households, women, discriminated groups, people with disabilities, elderly people or children, even though these groups often have the least responsibility for causing the emissions responsible for climate change. Eradicating mobility poverty across the Union is an essential part of the EU Green Deal's objective of ensuring a just transition where no one is left behind. A wide range of EU funding instruments, including the Cohesion Funds, the Recovery and Resilience Facility, and revenues currently generated by the EU ETS, are available for Member States to invest in the decarbonisation of the transport sector and in greater access to public, shared soft mobility. A particular attention is required for the most disadvantaged groups as well as the households and people in situation of mobility poverty to ensure that they actually benefit from the implementation of those funding instruments.

Or. en

Amendment 52

Tilly Metz

Proposal for a regulation

Recital 9

Text proposed by the Commission

Amendment

(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 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.

deleted

Amendment 53

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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 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

(9) However, ***sufficient, stable and equitable*** resources are needed to finance those investments.

Amendment 54

Andor Deli

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 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

(9) However, resources are needed to finance investments ***related*** to the ***increased climate ambition.***

Justification

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

Amendment 55

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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 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

(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 well as for road transport ***and charging infrastructure***, 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.

Or. en

Amendment 56

Josianne Cutajar

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9 a) As the transition to a cleaner Europe will have an economic and social impact that is difficult to assess ex-ante, additional investment and, thus, financial resources can be needed to achieve the commitment towards climate neutrality, while preserving the economic, social and

Amendment 57
Ondřej Kovařík

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** disproportionately affect vulnerable households, vulnerable micro-enterprises and vulnerable transport users who **already** spend a larger part of their incomes on energy and transport, **further worsening pre-existing inequalities. These households and micro-enterprises, for the most part**, do not have access to **other** alternative, affordable mobility and transport solutions and who may lack the financial capacity to invest into the reduction of fossil fuel consumption, **especially in rural, insular, outermost regions, mountainous, remote and less accessible areas, in less developed regions or territories, including less developed peri-urban areas. They are, moreover, often dependent on fossil fuels, without having the financial capacity to invest in low- and/or zero emission means of transport.**

Amendment 58
Tilly Metz

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) The increase **in the price for** fossil

Amendment

(10) The **EU Toolbox on Energy**

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.

Prices1a already provides the EU and its Member States with immediate emergency measures to support and protect households and people against the current increase of energy prices which is primarily due to a spike in fossil gas prices, including emergency income support, state aid for companies and targeted tax reductions. Ambitious climate action would allow the Union to cut its dependence on fossil fuels and to protect Union citizens from dependence on imported fossil fuels and the impact of fluctuating energy prices. The Social Climate Fund should come as a complement to those measures to support Member States and aim at providing structural long-lasting solutions to eradicate energy and mobility poverty across the Union.

Or. en

Justification

Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee Of The Regions Tackling rising energy prices: a toolbox for action and support, COM(2021)660 final

Amendment 59

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Sara Cerdas, Josianne Cutajar, Maria Grapini, István Ujhelyi

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

Amendment

(10) The increase in the price for fossil fuels *will* disproportionately affect vulnerable households, vulnerable *enterprises including SMEs* and vulnerable transport users who spend a larger part of their incomes on energy and transport, *thus exacerbating inequalities, and* who, in certain regions, *especially in rural, peripheral, remote, outermost, insular, mountainous and sparsely*

consumption.

populated ones, as well as those in less developed regions or territories and those suffering from other demographic and accessibility challenges, do not have access to alternative, affordable mobility and transport solutions and who lack the financial capacity to invest into the reduction of fossil fuel consumption.

Or. en

Amendment 60

Sara Cerdas

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 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, ***such as the outermost regions, which are highly dependent on fossil fuels, with isolated energy systems that are difficult to interconnect with European networks***, do not have access to alternative, affordable mobility and transport solutions and who may lack the financial capacity to invest into the reduction of fossil fuel consumption.

Or. pt

Amendment 61

Gheorghe Falcă, Markus Pieper, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Recital 10

Text proposed by the Commission

Amendment

(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***.

(10) The increase in the price for fossil fuels may disproportionately affect vulnerable households, vulnerable micro-enterprises, ***vulnerable SMEs*** and vulnerable transport users who spend a larger part of their incomes on energy and transport, who, in certain regions, do not have access to alternative, ***interconnected, efficient and*** affordable mobility and transport solutions, who may lack the financial capacity to invest into ***low-carbon alternatives and implying low capacities to adapt to the consequences of the green transition***.

Or. en

Amendment 62 **Marco Campomenosi**

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 may disproportionately affect vulnerable households, vulnerable ***SMEs*** 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.

Or. en

Amendment 63 **Josianne Cutajar**

Proposal for a regulation **Recital 10 a (new)**

Text proposed by the Commission

Amendment

(10 a) Islands, especially the most peripheral ones, and outermost regions face specific challenges due to their position and size which can also result in diseconomies of scale that might affect the investments made to contribute to achieving the commitments towards climate neutrality.

Or. en

Amendment 64
Tilly Metz

Proposal for a regulation
Recital 11

Text proposed by the Commission

Amendment

(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.

deleted

Or. en

Amendment 65
Andor Deli

Proposal for a regulation
Recital 11

Text proposed by the Commission

Amendment

(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.

deleted

Justification

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

Amendment 66

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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 a green inclusive and just transition that leaves*** no one behind.

Amendment 67

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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 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 ***and economic*** impacts arising from that inclusion, for the transition to be just and inclusive, leaving no one behind.

Amendment 68
Marco Campomenosi

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 part of the revenues generated by the ***new mechanisms established by the Union*** should be used to address the social impacts arising from that inclusion, for the transition to be just and inclusive, leaving no one behind.

Or. en

Amendment 69
Kosma Złotowski, Tomasz Piotr Poręba

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 part of the revenues generated by the ***EU ETS within*** into the scope of Directive 2003/87/EC should be used to address the social impacts arising from ***costs generated by the EU climate policy*** for the transition to be just and inclusive, leaving no one behind.

Or. en

Justification

The functional link established between the setup of the Social Climate Fund and the new ETS for building and road transport is difficult to accept. Energy poverty has already been a pressing problem in many Member States. Rising energy costs for end users require urgent action and adequate measures already now, irrespective of possible outcome of negotiations on the revision of the EU ETS.

Amendment 70

Tilly Metz

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. 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. ***Similarly, there are large groups of people facing mobility poverty in the Union and the Commission is called on to ensure systematic and comparable data surveys. Mobility poverty is a situation in which households and people have limited access to available and affordable mobility services and are unable to afford the necessary transport required to meet essential services as well as essential cultural and socio-economic needs, in particular quality employment and education and training, in a given context.*** While social tariffs or direct support can provide immediate relief to households ***and people*** facing energy ***and mobility*** poverty, ***they are not a long-term solution to lift households and people out of energy and mobility 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, safe and accessible for people with disabilities***

and have the comfort and ease-of-use for users as their central focus, including through community-lead projects and integrative planning like SUMPs (sustainable urban mobility plans) or their extensions to rural areas (as piloted by the SMARTA platform), as well as information and awareness-raising measures targeted at the households, ultimately aiming at developing a mobility guarantee for citizens, can provide lasting solutions and effectively help combating mobility poverty.

³² Data from 2018. Eurostat, SILC [ilc_mdes01]).

³² Data from 2018. Eurostat, SILC [ilc_mdes01]).

Or. en

Amendment 71

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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 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 can provide immediate relief to households facing energy poverty, only targeted structural measures, in particular

Amendment

(12) This is even more relevant in view of the existing levels of energy poverty **and transport poverty**. Energy poverty is a situation in which households **lack of** access **to** essential energy services **that underpin a decent standard of living and health, including adequate warmth, cooling, lighting, and energy to power appliances, in the relevant national context, existing social policy and other relevant policies**. 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-widesurvey**³². Overall, the Energy Poverty Observatory estimates that more than 50 million households in the European Union experience energy poverty. Energy poverty

energy renovations, can provide lasting solutions.

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.

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

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

Or. en

Amendment 72

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Josianne Cutajar, Maria Grapini, István Ujhelyi

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. ***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 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.

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

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

Or. en

Amendment 73 **Ondřej Kovařík**

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.

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

Amendment

(12) This is even more relevant in view of the existing levels of energy poverty. Energy poverty is a situation in which households are unable to access essential energy services such as cooling, as temperatures rise, and heating. About 34 million Europeans reported an inability to keep their homes adequately warm in 2018, and 6.9% of the Union population have said that they cannot afford to heat their home sufficiently in a 2019 EU-wide survey³². Overall, the Energy Poverty Observatory estimates that more than 50 million households in the European Union experience energy poverty. Energy poverty is therefore a major challenge for the Union. While social tariffs or direct income support *provides* immediate relief to households facing energy poverty, only targeted structural measures, in particular energy renovations, can provide lasting solutions.

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

Or. en

Amendment 74 **Ondřej Kovařík, Jan-Christoph Oetjen**

Proposal for a regulation
Recital 12 a (new)

Text proposed by the Commission

Amendment

(12 a) 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 increasing phase-out requirements for combustion engine vehicles, high fuel prices, or high dependencies on transport availability, accessibility and costs for daily mobility needs especially in rural, insular, outermost regions, mountainous, remote or less accessible areas or in less developed regions or territories, including less developed peri-urban area, caused by one or a combination of factors, such as high fuel expenditures, high costs for the replacement of internal combustion engine vehicles with low and/or zero-emission vehicles, or lack of availability of adequate, affordable public or alternative modes of transport;

Or. en

Amendment 75

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation
Recital 12 a (new)

Text proposed by the Commission

Amendment

(12 a) Transport poverty is a combination of different metrics, which define the social and transport disadvantages one can have such as transport affordability (inability to meet the cost of transport), mobility poverty (lack of transport options), accessibility poverty (lack of access to essential services, such as education, food, healthcare). It is also highly related to access to goods and services, yet these aspects are strongly

distributed geographically, temporally and socially and it is related to transport supply, minimum levels of mobility and individuals' accessibility levels. Transport poverty can determine transport-related social exclusion, which can be defined as the inability to sufficiently participate in society due to transport-related or social disadvantages;

Or. en

Amendment 76

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

Proposal for a regulation

Recital 12 a (new)

Text proposed by the Commission

Amendment

(12 a) The increasing importance of energy and transport poverty have been acknowledged at EU-level through various initiatives. However, there are no standard Union level definitions and as a result, no transparent and comparable data on energy and transport poverty are available. Therefore, a broad Union level definition of both concepts should be established to target support and monitoring practices, in particular for the most vulnerable households, vulnerable enterprises and vulnerable transport users.

Or. en

Amendment 77

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

Proposal for a regulation

Recital 12 b (new)

(12 b) Rural areas, which are home to 30.6% of the EU, are more exposed to suffer, particularly those that are sparsely populated, from transport poverty, due to, among others, lack of infrastructure and quality transport services, as well as from a deterioration in existing services and a low frequency or lack of public transport services, resulting in people relying on their own private vehicles and directly impacting in these regions' connectivity and socioeconomic development. To address all the latter, cooperation at EU, national and regional level is needed to incorporate rural mobility in the transition, throughout boosting investment in sustainable transport infrastructure and public transport services, as well as providing support to purchase low and zero-emission vehicles and promoting alternative mobility solutions such as sustainable mobility on demand and shared mobility services in these territories.

Or. en

Amendment 78

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

Proposal for a regulation**Recital 13**

Text proposed by the Commission

(13) A Social Climate ('the Fund') should therefore be established to provide funds to the Member States to support their policies to address the social impacts of the emissions trading for buildings and road transport on vulnerable households, vulnerable *micro-enterprises* and vulnerable transport users. This should be achieved notably through *temporary* income support and measures and

Amendment

(13) 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 emissions trading for buildings and road transport on vulnerable households, vulnerable *enterprises*, **including SMEs**, and vulnerable transport users. **The Fund should promote fairness and solidarity between and within**

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.

Member States while mitigating the risk of energy and mobility poverty during the transition and should build on and complement existing solidarity and climate mechanisms. This should be achieved notably through income support and measures and investments intended to reduce reliance on fossil fuels through, **on one hand**, increased energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and **on the other hand, by** granting access to zero- and low-emission mobility and transport, **including attractive and safe active mobility**, to the benefit of vulnerable households, vulnerable **enterprises, including SMEs**, and vulnerable transport users, **as well as by promoting the use of affordable and accessible public transport and increasing the quality and frequency of its services particularly in rural areas, and incentivising clean urban transport fleet renewal and the deployment of the corresponding refuelling and recharging infrastructure .**

Or. en

Amendment 79

Tilly Metz

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) A Social Climate ('the Fund') should therefore be established to **provide funds to the Member States to support their policies to address the social impacts of the emissions trading for buildings and road transport on vulnerable households, vulnerable micro-enterprises and vulnerable transport users.** This should be achieved notably through **temporary income support and** measures and

Amendment

(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 there is currently no standard Union-level definitions of either energy nor mobility poverty across the Union. As a result, no transparent and comparable data on energy and mobility poverty in the Union is currently available, hindering**

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.*

the possibility to effectively monitor progress at national level to eradicate energy and mobility poverty. A Social Climate *Fund* ('the Fund') should therefore be established to *support* Member States *in their efforts to eradicate energy and mobility poverty.* This should be achieved notably through *adaptive and targeted* measures and investments *with lasting impact* intended to reduce reliance on fossil fuels through increased energy efficiency of buildings, *increased access to renewable energies for* heating and cooling of buildings, *as well as measures* granting improved access to *active mobility, zero-emission sustainable shared mobility, public transport and other combined multi-modal mobility services in particular for those living in rural, insular and less accessible areas for the less developed regions and territories, including less developed peri-urban areas.*

Or. en

Amendment 80

Ondřej Kovařík, Jan-Christoph Oetjen, Ondřej Knotek

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) A Social Climate ('the Fund') should therefore be established to provide funds to the Member States to support their policies to address the social impacts of the emissions trading for buildings and road transport on vulnerable households, vulnerable micro-enterprises *and* vulnerable transport users. This should be achieved notably through temporary income support and measures and investments intended to reduce reliance on fossil fuels through increased energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable

Amendment

(13) 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 emissions trading for buildings and road transport on vulnerable households, vulnerable micro-enterprises, vulnerable transport users *and workers in affected sectors.* 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

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.

energy from renewable sources, granting improved access to zero- and low-emission mobility and **transport including attractive and safe active mobility, and public** transport to the benefit of vulnerable households, vulnerable micro-enterprises and vulnerable transport users **and to update the workers qualification in affected sectors.**

Or. en

Amendment 81

Gheorghe Falcă, Markus Pieper, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) A Social Climate ('the Fund') should therefore be established to provide funds to the Member States to support their policies to address the social impacts of the emissions trading for buildings and road transport on vulnerable households, vulnerable micro-enterprises and vulnerable transport users. This should be achieved notably through temporary income support and measures and investments intended to reduce reliance on fossil fuels through increased energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport to the benefit of vulnerable households, vulnerable micro-enterprises and vulnerable transport users.

Amendment

(13) A Social Climate ('the Fund') should therefore be established to provide funds to the Member States to support their policies to address the social impacts of the emissions trading for buildings and road transport on vulnerable households, vulnerable micro-enterprises, **vulnerable SMEs** 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 **and carbon neutral** sources, and granting improved access to **affordable and efficient** zero- and low-emission mobility and transport to the benefit of vulnerable households, vulnerable micro-enterprises, **vulnerable SMEs** and vulnerable transport users.

Or. en

Amendment 82
Andor Deli

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) A Social Climate ('the Fund') should therefore be established to provide funds to the Member States to support their policies to address the social impacts of the ***emissions trading for buildings and road transport on vulnerable households, vulnerable micro-enterprises and vulnerable transport users***. This should be achieved notably through temporary income support and measures and investments intended to reduce reliance on fossil fuels through increased energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and transport to the benefit of vulnerable households, vulnerable micro-enterprises and vulnerable transport users.

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 ***increased climate ambition***. 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.

Or. en

Justification

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

Amendment 83
Marco Campomenosi

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 transport on vulnerable households, vulnerable *micro-enterprises* and vulnerable transport users. This should be achieved notably through temporary income support and measures and investments intended to reduce reliance on fossil fuels through increased energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to *zero- and* low-emission mobility and transport to the benefit of vulnerable households, vulnerable *micro-enterprises* and vulnerable transport users.

(13) A Social Climate ('the Fund') should therefore be established to provide funds to the Member States to support their policies to address the social impacts of the emissions trading for buildings and road transport on vulnerable households, vulnerable *SMEs* 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 low-emission mobility and transport to the benefit of vulnerable households, vulnerable *SMEs* and vulnerable transport users.

Or. en

Amendment 84

Kosma Złotowski, Tomasz Piotr Poręba

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) A Social Climate ('the Fund') should therefore be established to provide funds to the Member States to support their policies to address the social impacts of the *emissions trading for buildings and road transport* on vulnerable households, vulnerable micro-enterprises and vulnerable transport users. This should be achieved notably through temporary income support and measures and investments intended to reduce reliance on fossil fuels through increased energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and granting improved access to zero- and low-emission mobility and

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 *costs generated by the EU climate change policies* 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.

transport to the benefit of vulnerable households, vulnerable micro-enterprises and vulnerable transport users.

Or. en

Amendment 85

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu

Proposal for a regulation

Recital 13 a (new)

Text proposed by the Commission

Amendment

(13 a) 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^{2b}. 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.

^{2b} 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).

Or. en

Amendment 86
Elsi Katainen, Caroline Nagtegaal, Søren Gade

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13 a) Highlights that the Social Climate Fund proposal is not a justified mechanism because of its inconsistency with agreed Multiannual Financial Framework, the unnecessary administrative burden it creates to the Member States and their regions and municipalities; whereas the mechanism would not respect Member States’ national competence on social policy and would not treat the Member States equally and does not take account the efforts and costs Member States have already taken to reach climate target; notes the alarming impact of rising energy prices on citizens; calls on the Member States to implement socially just and economically solid programs to balance rising prices while

prioritising the investments to climate-neutral energy system enable affordable and sustainable energy in transport in the long term;

Or. en

Amendment 87

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, István Ujhelyi

Proposal for a regulation

Recital 13 a (new)

Text proposed by the Commission

Amendment

(13 a) The implementation of the Fund should take into account an ex ante impact assessment provided by the Commission, illustrating the socioeconomic impact of the transition on vulnerable households, vulnerable enterprises, including SMEs, and vulnerable transport users in Member States. This assessment should go hand in hand with an EU socioeconomic and governance policy addressing inequalities, in particular energy and transport poverty and social exclusion.

Or. en

Amendment 88

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Recital 13 b (new)

Text proposed by the Commission

Amendment

(13 b) 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.

Or. en

Amendment 89

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Recital 13 c (new)

Text proposed by the Commission

Amendment

(13 c) 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.

Or. en

Amendment 90

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

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,

(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 *micro-enterprises* and vulnerable transport users the *necessary* resources to finance and carry out investments in energy efficiency, decarbonisation of heating and cooling, *in* zero- and low-emission vehicles and mobility. Secondly, they should mitigate the impact of the increase in the cost of fossil fuels on the most vulnerable and thereby prevent energy and transport poverty during the transition period until such investments have been implemented. The Plans should have an investment component promoting the long-term solution of reduce fossil fuels reliance and could envisage other measures, including *temporary* direct income support to mitigate adverse income effects in the shorter term.

vulnerable households, vulnerable *enterprises, including SMEs*, 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 mobility, *including attractive and safe active mobility*. Secondly, *the Plans should provide the sufficient resources to promote the use of affordable and accessible public transport and increase the quality and frequency of its services particularly in rural areas, as well as to incentivise clean urban transport fleet renewal and the deployment of the corresponding refuelling and recharging infrastructure*. *Thirdly*, 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 direct income support to mitigate adverse income effects in the shorter term.

Or. en

Amendment 91 **Tilly Metz**

Proposal for a regulation **Recital 14**

Text proposed by the Commission

(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

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 *identify and map* households *and people in situation of mobility poverty, and provide a detailed analysis*,

necessary resources to finance and carry out investments *in energy efficiency, decarbonisation of heating and cooling, in zero- and low-emission vehicles and mobility. Secondly, they should mitigate the impact of the increase in the cost of fossil fuels on the most vulnerable and thereby prevent energy and transport poverty during the transition period until such investments have been implemented.*

The Plans should *have* an investment component promoting the long-term *solution of reduce* fossil fuels reliance *and could envisage* other measures, *including temporary* direct *income* support to *mitigate adverse income effects in the shorter term.*

conducted together with the local and regional authorities, social partners and civil society, on the main causes of mobility poverty in their respective territories. The Plans should also set targets for the progressive and effective eradication of mobility poverty, with the aim of developing and implementing a population-wide mobility guarantee. Secondly, they should provide households and people facing mobility poverty with the necessary resources to finance and carry out investments for the transition to climate neutral mobility, ensuring that no one is left behind. The Plans should *mainly consist of targeted policy reforms and* an investment component promoting the long-term *solutions of phasing out* fossil fuels reliance, *increase energy efficiency, combined with improved access to zero-emission sustainable mobility solutions and integrated mobility services.* Other measures *such as* direct support *can be envisaged but should be limited in time and conditioned to long-term investments with long lasting impacts to be demonstrated by the Member States.*

Or. en

Amendment 92

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Recital 14

Text proposed by the Commission

(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

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, vulnerable transport users *and businesses in affected sectors* the necessary resources to finance and carry out investments in energy efficiency, decarbonisation of heating and

zero- and low-emission vehicles and mobility. Secondly, they should mitigate the impact of the increase in the cost of fossil fuels on the most vulnerable and thereby prevent energy and **transport** poverty during the transition period until such investments have been implemented. The Plans should have an investment component promoting the long-term solution of reduce fossil fuels reliance and could envisage other measures, including temporary direct income support to mitigate adverse income effects in the shorter term.

cooling, in zero- and low-emission vehicles and mobility, **including attractive and safe active mobility, public transport and upskilling and reskilling of employees**. 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 reduce fossil fuels reliance and could envisage other measures, including temporary direct income support to mitigate adverse income effects in the shorter term.

Or. en

Amendment 93

Gheorghe Falcă, Markus Pieper, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Recital 14

Text proposed by the Commission

(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

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, **vulnerable SMEs** and vulnerable transport users the necessary resources to finance and carry out investments in energy efficiency, decarbonisation of heating and cooling, in zero- and low-emission vehicles and mobility **and charging infrastructure**. 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

could envisage other measures, including temporary direct income support to mitigate adverse income effects in the shorter term.

fuels reliance and could envisage other measures, including temporary direct income support to mitigate adverse income effects in the shorter term.

Or. en

Amendment 94
Marco Campomenosi

Proposal for a regulation
Recital 14

Text proposed by the Commission

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

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 *SMEs* and vulnerable transport users the necessary resources to finance and carry out investments in energy efficiency, decarbonisation of heating and cooling, in low-emission vehicles and mobility. Secondly, they should mitigate the impact of the increase in the cost of fossil fuels on the most vulnerable and thereby prevent energy and transport poverty during the transition period until such investments have been implemented. The Plans should have an investment component promoting the long-term solution of reduce fossil fuels reliance and could envisage other measures, including temporary direct income support to mitigate adverse income effects in the shorter term.

Or. en

Amendment 95
Tilly Metz

Proposal for a regulation

Recital 14 a (new)

Text proposed by the Commission

Amendment

(14 a) To achieve a socially just transition, the Plan should include wider policy reforms and measures aiming at eradicate mobility poverty. These may include reforms and measures targeted at addressing information deficit and administrative barriers, such as information campaigns and energy and mobility consultations, as well as reforms to include the notion of mobility poverty in existing legislation, like for example inclusion of beneficial accessibility and inclusion criteria for public tendering procedures and the inclusion of mobility poverty in SUMP (sustainable urban mobility plans) and SMARTA (sustainable mobility for rural transport areas). It is also highly important that Member States implement the Council recommendation from December 2021^{1a} and apply the decision to reduce or even scrap VAT on services that serve to meet mobility poverty and inclusion.

***^{1a} Council decision to reduce VAT on tickets, bikes and bike repairs:
<https://www.consilium.europa.eu/en/press/press-releases/2021/12/07/council-reaches-agreement-on-updated-rules-for-vat-rates/>***

Or. en

Amendment 96

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

Proposal for a regulation Recital 14 a (new)

Text proposed by the Commission

Amendment

(14 a) The Plans should also include

resources to provide information and awareness-raising support, capacity building and training necessary to implement the investments and measures intended to reduce reliance on fossil fuels and to grant access to zero- and low-emission mobility and transport modes, promote the use of affordable and accessible public transport and increase the quality and frequency of its services particularly in rural areas, incentivise clean urban transport fleet renewal and the deployment of the corresponding refuelling and recharging infrastructure, as well as to increase energy efficiency of buildings, and decarbonisation of heating and cooling of buildings including the integration of energy from renewable sources.

Or. en

Amendment 97
Tilly Metz

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** 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.

Or. en

Amendment 98

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

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** level authorities, **social partners and civil society organizations**, 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.

Or. en

Amendment 99

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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

Amendment

(15) Member States, in consultation with regional **and local** level authorities, are best placed to design and to implement Plans that are adapted and targeted to their local, regional and national circumstances

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.

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.

Or. en

Amendment 100

Tilly Metz

Proposal for a regulation

Recital 16

Text proposed by the Commission

Amendment

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

deleted

Or. en

Amendment 101

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Recital 16

Text proposed by the Commission

Amendment

(16) Ensuring that the measures and

(16) Ensuring that the measures and

investments are particularly targeted towards energy poor or vulnerable households, vulnerable micro-enterprises and vulnerable transport users is key for a just transition towards climate neutrality. Support measures to promote reductions in greenhouse gas emissions should help Member States to address the social impacts arising from the emissions trading for the sectors of buildings and road transport.

investments are particularly targeted towards energy poor or vulnerable households, vulnerable micro-enterprises, **vulnerable SMEs** and vulnerable transport users is key for a just transition towards climate neutrality. Support measures to promote reductions in greenhouse gas emissions should help Member States to address the social impacts arising from the emissions trading for the sectors of buildings and road transport, **implying also low capacities to adapt to the consequences of the green transition.**

Or. en

Amendment 102

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, István Ujhelyi

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 trading for the sectors of buildings and road transport.**

Amendment

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

Or. en

Amendment 103

Ondřej Kovařík, Jan-Christoph Oetjen, Ondřej Knotek

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 trading for the sectors of buildings and road transport.

Amendment

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

Or. en

Amendment 104
Andor Deli

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 trading for the sectors of buildings and road transport**.

Amendment

(16) Ensuring that the measures and investments are particularly targeted towards energy poor or vulnerable households, vulnerable micro-enterprises and vulnerable transport users is key for a just transition towards climate neutrality. Support measures to promote reductions in greenhouse gas emissions should help Member States to address the social impacts arising from the **increased climate ambition**.

Or. en

Justification

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

increased climate targets.

Amendment 105

Kosma Zlotowski, Tomasz Piotr Poręba

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 trading for the sectors of buildings and road transport.***

Amendment

(16) Ensuring that the measures and investments are particularly targeted towards energy poor or vulnerable households, vulnerable micro-enterprises and vulnerable transport users is key for a just transition towards climate neutrality. Support measures to promote reductions in greenhouse gas emissions should help Member States to address the social impacts arising from ***costs generated by the EU climate policy.***

Or. en

Amendment 106

Tilly Metz

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*

Amendment

(17) ***As an immediate relief,*** 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.*** Such support should ***nevertheless be limited in time and*** understood to be ***an adaptive and targeted*** measure accompanying ***structural investments, such as affordable access to zero-emission mobility solutions as well as sustainable and well-coordinated multi-modal mobility services, as part of a***

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.

holistic and long-term strategy to effectively eradicate energy and mobility poverty to be demonstrated by the Member States. Eligibility for such direct support should be targeted to people facing energy and mobility poverty, with special attention to elderly and younger people, including women, such as single-mothers, women with disabilities and elderly women with low income, who are disproportionately affected by energy poverty and mobility poverty, due to different energy needs and mobility patterns. Such support should be given without too much administrative burden for the households or people receiving the support. The support should be in line with the principle of additionality and should not replace national schemes already in place.

Or. en

Amendment 107

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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***

Amendment

(17) Pending the impact of those investments on reducing costs and emissions, well targeted direct income support for the most vulnerable would help the just transition. Such support should concern direct impacts of the ***transition and should address and reduce energy and transport poverty***. Eligibility for such direct income support should be limited in time.

that Directive. Eligibility for such direct income support should be limited in time.

Or. en

Amendment 108

Kosma Złotowski, Tomasz Piotr Poręba

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 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. Eligibility for such direct income support should be limited in time.

Or. en

Amendment 109

Andor Deli

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

Amendment

(17) Pending the impact of those investments on reducing costs and emissions, well targeted direct income support for the most vulnerable would help

the just transition. Such support should be understood to be a temporary measure accompanying the decarbonisation of the housing and transport sectors. It would not be permanent as it does not address the root causes of energy and transport poverty. Such support should *only* concern **direct impacts of the inclusion of building and road transport into the scope of Directive 2003/87/EC, not electricity or heating costs related to the inclusion of power and heat production in the scope of that Directive**. Eligibility for such direct income support should be limited in time.

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 concern impacts **deriving from the increased climate ambition**. Eligibility for such direct income support should be limited in time.

Or. en

Justification

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

Amendment 110

Ondřej Kovařík, Jan-Christoph Oetjen, Ondřej Knotek

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**

Amendment

(17) Pending the impact of those investments on reducing costs and emissions, well targeted direct income support for the most vulnerable would help the just transition. Such support should be understood to be a temporary measure accompanying the decarbonisation of the housing and transport sectors. It would not be permanent as it does not address the root causes of energy and **mobility** poverty. Such support **could be considered as a means of enabling the most vulnerable households, microenterprises and businesses to meet their essential socio-**

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.

economic needs. Eligibility for such direct income support should be limited in time, ***but harmonised with the phasing in of the relevant directives and regulations affecting vulnerable actors in the Fit for 55 package.***

Or. en

Amendment 111
Tilly Metz

Proposal for a regulation
Recital 17 a (new)

Text proposed by the Commission

Amendment

(17 a) Respect for fundamental rights and compliance with the Charter of Fundamental Rights of the European Union, should be ensured throughout the preparation, evaluation, implementation and monitoring of eligible projects under the Fund. The Fund should contribute to eliminating inequalities, promoting gender equality and integrating the gender perspective, as well as combating discrimination based on sex, racial or ethnic origin, religion or belief, disability, age or sexual orientation as set out in Article 2 of the Treaty on European Union (TEU), Article 10 TFEU and Article 21 of the Charter of Fundamental Rights of the European Union. All stakeholders involved at all stages of implementation of the Facility should commit to promote equality, and in particular, ensure that the impact on women is taken into account, given that women are disproportionately impacted by the transition process.

Or. en

Amendment 112
Tilly Metz

Proposal for a regulation
Recital 17 b (new)

Text proposed by the Commission

Amendment

(17 b) The Fund should be consistent with the Union's obligation under the UN Convention on the Rights of Persons with Disabilities and should not support any measure or investment that contributes to segregation or to social exclusion.

Or. en

Amendment 113
Tilly Metz

Proposal for a regulation
Recital 17 c (new)

Text proposed by the Commission

Amendment

(17 c) The aim of the Fund should be aligned with the UN 2030 Agenda as well as the principles of the European Pillar of Social Rights in order to ensure a just transition, towards a greener, fairer and more inclusive Europe.

Or. en

Amendment 114
Marco Campomenosi

Proposal for a regulation
Recital 18

Text proposed by the Commission

Amendment

(18) Taking into account the importance of tackling climate change in line with Paris Agreement commitments, and the commitment to the United Nations Sustainable Development Goals, the actions under this Regulation should

(18) Taking into account the importance of tackling climate change in line with Paris Agreement commitments, and the commitment to the United Nations Sustainable Development Goals, the actions under this Regulation should

contribute to the achievement of the target that 30% of all expenditure under the 2021-2027 multiannual financial framework should be spent on mainstreaming climate objectives and should contribute to the ambition of providing 10% of annual spending to biodiversity objectives in 2026 and 2027, while considering the existing overlaps between climate and biodiversity goals. For this purpose, the methodology set out in Annex II of Regulation (EU) 2021/1060 of the European Parliament and of the Council³³ should be used to tag the expenditures of the Fund. The Fund should support activities that fully respect the climate and environmental standards and priorities of the Union and comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852 of the European Parliament and of the Council³⁴. Only such measures and investments should be included in the Plans. ***Direct income support measures should as a rule be considered as having an insignificant foreseeable impact on environmental objectives, and as such be considered compliant with the principle of ‘do no significant harm’.*** The Commission intends to issue technical guidance to the Member States well ahead of the preparation of the Plans. ***The guidance will explain how the measures and investments must comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852.*** The Commission intends to present in 2021 a proposal for a Council Recommendation on how to address the social aspects of the green transition.

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

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. The Commission intends to issue technical guidance to the Member States well ahead of the preparation of the Plans. 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).

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).

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).

Or. en

Amendment 115

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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

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

priorities of the Union and comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852 of the European Parliament and of the Council³⁴. Only such measures and investments should be included in the Plans. Direct income support measures should as a rule be considered as having an insignificant foreseeable impact on environmental objectives, and as such be considered compliant with the principle of ‘do no significant harm’. The Commission intends to issue technical guidance to the Member States well ahead of the preparation of the Plans. The guidance will explain how the measures and investments must comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852. The Commission intends to present in 2021 a proposal for a Council Recommendation on how to address the social aspects of the green transition.

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).

support activities that fully respect the climate and environmental standards and priorities of the Union and comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852 of the European Parliament and of the Council³⁴. Only such measures and investments should be included in the Plans. Direct income support measures should as a rule be considered as having an insignificant foreseeable impact on environmental objectives, and as such be considered compliant with the principle of ‘do no significant harm’. The Commission intends to issue technical guidance to the Member States well ahead of the preparation of the Plans. The guidance will explain how the measures and investments must comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852. The Commission intends to present in 2021 a proposal for a Council Recommendation on how to address the social aspects of the green transition.

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).

Or. en

Amendment 116

Andor Deli

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 explain how the measures and investments must comply with the principle of ‘do no significant harm’***

Amendment

(18) Taking into account the importance of tackling climate change in line with Paris Agreement commitments, and the commitment to the United Nations Sustainable Development Goals, the actions under this Regulation should contribute to the achievement of the target that 30% of all expenditure under the 2021-2027 multiannual financial framework should be spent on mainstreaming climate objectives and should contribute to the ambition of providing 10% of annual spending to biodiversity objectives in 2026 and 2027, while considering the existing overlaps between climate and biodiversity goals. For this purpose, the methodology set out in Annex II of Regulation (EU) 2021/1060 of the European Parliament and of the Council³³ should be used to tag the expenditures of the Fund. The Fund should support activities that fully respect the climate and environmental standards and priorities of the Union and comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852 of the European Parliament and of the Council³⁴. Only such measures and investments should be included in the Plans. Direct income support measures should as a rule be considered as having an insignificant foreseeable impact on environmental objectives, and as such be considered compliant with the principle of ‘do no significant harm’. ***Replacing coal-fired boilers with less emitting gas-boilers or hybrid heat pumps as the most cost-effective method of reducing emissions in the***

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).

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).

group of poorest household sin certain Member States should also be considered as not having a significant impact on these objectives and deemed compliant with the aforementioned principle.

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).

Or. en

Amendment 117

Tilly Metz

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

Amendment

(18) Taking into account the importance of **the** climate **and environmental emergency** 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

should be spent on mainstreaming climate objectives and should contribute to the ambition of providing 10% of annual spending to biodiversity objectives in 2026 and 2027, while considering the existing overlaps between climate and biodiversity goals. For this purpose, the methodology set out in Annex II of Regulation (EU) 2021/1060 of the European Parliament and of the Council³³ should be used to tag the expenditures of the Fund. The Fund should support activities that fully respect the climate and environmental standards and priorities of the Union and comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852 of the European Parliament and of the Council³⁴. Only such measures and investments should be included in the Plans. Direct *income* support measures should as a rule be considered as having an insignificant foreseeable impact on environmental objectives, and as such be considered compliant with the principle of ‘do no significant harm’. The Commission intends to issue technical guidance to the Member States well ahead of the preparation of the Plans. The guidance will explain how the measures and investments must comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852. The Commission intends to present in 2021 a proposal for a Council Recommendation on how to address the social aspects of the *green* transition.

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

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 support measures should as a rule be considered as having an insignificant foreseeable impact on environmental objectives, and as such be considered compliant with the principle of ‘do no significant harm’. The Commission intends to issue technical guidance to the Member States well ahead of the preparation of the Plans. The guidance will explain how the measures and investments must comply with the principle of ‘do no significant harm’ within the meaning of Article 17 of Regulation (EU) 2020/852. The Commission intends to present in 2021 a proposal for a Council Recommendation on how to address the social aspects of the *ecological* 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).

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).

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).

Or. en

Amendment 118

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Josianne Cutajar, Maria Grapini, István Ujhelyi

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 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.

Amendment

(19) Women ***are disproportionately affected by the consequences of climate change^{1a}, by energy poverty and*** are particularly affected by carbon pricing ***due to the employment, income, pay and pension gaps. Moreover,*** they represent 85% of single parent families, ***which*** have a particularly high risk of child poverty ***and are under-represented as tenants. Women are also under-represented as car owners and feel more unsafe in public transport, despite using it more^{1b}. All the latter, limits women's involvement in the green and digital mobility transition.*** Gender equality ***as well as rights*** and equal 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} ***EIGE, Area K - Women and the environment: climate change is gendered,***

05 March 2020, available at:
<https://eige.europa.eu/publications/beijing-25-policy-brief-area-k-women-and-environment>

^{1b} IPOL 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)

Or. en

Amendment 119

Tilly Metz

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 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.

Amendment

(19) Women are **disproportionately** affected by **energy and mobility poverty, in particular single mothers, who** represent 85% of single parent families, **as well as single women, women with disabilities, or elderly women living alone**. Single parent families **with dependent child** have a particularly high risk of **energy and mobility** poverty. Gender equality and equal opportunities for all, and the mainstreaming of those objectives, as well as questions of accessibility for persons with disabilities should be **ensured** and promoted throughout the **design**, preparation and implementation of Plans to ensure no one is left behind.

Or. en

Amendment 120

Andor Deli

Proposal for a regulation

Recital 19

Text proposed by the Commission

Amendment

(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 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.

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

Or. en

Amendment 121

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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 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.

Amendment

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

Or. en

Amendment 122

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Josianne Cutajar, Maria Grapini, István Ujhelyi

Proposal for a regulation

Recital 19 a (new)

(19 a) Women have different and more complex mobility patterns than those of men. They require more varied means of transport as they are the main responsible persons for care within households. They use more public transport, are more interested in the frequency and quality of service and more affected by transport and mobility affordability^{1a}. Moreover, as transport is a factor that can directly impact and increase poverty and social exclusion, gender mainstreaming should be promoted and implemented into all EU and national transport-related legislation, policies, programmes and actions, including those of the Social Climate Fund and the Member States' Social Climate Plans.

^{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)**

Or. en

Amendment 123

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Recital 20

Text proposed by the Commission

(20) Member States should submit their Plans together with the update of their integrated national energy **and** climate plans in accordance with Article 14 of Regulation (EU) 2018/1999 of the European Parliament and of the Council³⁵. The Plans should include the measures to be financed, their estimated costs and the national contribution. They should also include key milestones and targets to

Amendment

(20) Member States should submit their Plans together with the update of their integrated national energy, climate **and transport and infrastructure** plans **(including charging infrastructure) in** in accordance with Article 14 of Regulation (EU) 2018/1999 of the European Parliament and of the Council³⁵. The Plans should include the measures to be financed, their estimated costs and the national

assess the effective implementation of the measures.

contribution. They should also include key milestones and targets to assess the effective implementation of the measures.

³⁵ Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1).

³⁵ Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1).

Or. en

Amendment 124

Andor Deli

Proposal for a regulation

Recital 22

Text proposed by the Commission

(22) The Union should support Member States with financial means to implement their Plans through the Social Climate Fund. Payments from the Social Climate Fund should ***be made conditional on*** achievement of the milestones and targets included in the Plans. This would allow efficiently taking into account national circumstances and priorities while simplifying financing and facilitating its integration with other national spending programmes while guaranteeing the impact and the integrity of EU spending.

Amendment

(22) The Union should support Member States with financial means to implement their Plans through the Social Climate Fund. Payments from the Social Climate Fund should ***lead to the*** achievement of the milestones and targets included in the Plans. This would allow efficiently taking into account national circumstances and priorities while simplifying financing and facilitating its integration with other national spending programmes while guaranteeing the impact and the integrity of EU spending.

Or. en

Amendment 125
Josianne Cutajar

Proposal for a regulation
Recital 22 a (new)

Text proposed by the Commission

Amendment

(22 a) In order to make the impact of the Social Climate Fund effective and efficient, all Member States should receive a minimum adequate allocation of funds that will lead to tangible results for citizens across the European Union.

Or. en

Amendment 126
Kosma Złotowski, Tomasz Piotr Poręba

Proposal for a regulation
Recital 23

Text proposed by the Commission

Amendment

(23) The financial envelope of the Fund should, in principle, be commensurate to amounts corresponding to 25% of the expected revenues from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC in the period 2026-2032. Pursuant to Council Decision (EU, Euratom) 2020/2053⁴¹, Member States should make those revenues available to the Union budget as own resources. Member States are to finance 50% of the total costs of their Plan themselves. For this purpose, as well as for investment and measures to accelerate and alleviate the required transition for citizens negatively affected, Member States should inter alia use their expected revenues from emissions trading for buildings and road transport under Directive 2003/87/EC for that purpose.

(23) The financial envelope of the Fund should be established from x% of the total quantity of allowances, and auctioned in accordance with the rules and modalities for auctions taking place on the Common Auction Platform set out in Commission Regulation (EU) No 1031/2010 (8).

⁴¹ Council Decision (EU, Euratom)

Amendment 127
Leila Chaibi

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.*

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 should aim to reduce climate inequalities. The European Commission^{1a} estimates that EUR 350bn of investments in the energy system are necessary every year to reach the EU's 55% greenhouse gas target emission reduction by 2030. The European Court of Auditors^{1b} estimates that, each year between 2021 and 2030, EUR 736bn are needed in the transport sector and EUR 282bn are needed in the residential and service sectors to reach the targets. Out of these global investment needs, it is estimated^{1c1d} that new public expenditure is required every year to the amount of EUR 90bn for building renovations and of EUR 31,4bn for transports. Thus, the financial envelope of the Fund should correspond to at least EUR 48 500 000 000 in current prices in the period 2023-2027, and to at least EUR 270 625 000 000 in current prices in the period 2028-2032.* Member States are to finance 50% of the total costs of their Plan themselves.

^{1a} *State of the Union: Questions & Answers on the 2030 Climate Target Plan,*

*17 September 2020, European Commission,
https://ec.europa.eu/commission/presscorner/detail/en/qanda_20_1598*

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

*^{1c} 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-renovation_BPIE_2020.pdf*

^{1d} Financing the Social Climate Fund, February 2022, WWF

⁴¹ Council Decision (EU, Euratom) 2020/2053 of 14 December 2020 on the system of own resources of the European Union and repealing Decision 2014/335/EU, Euratom (OJ L 424, 15.12.2020, p. 1).

Or. en

Amendment 128 **Tilly Metz**

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*

Amendment

(23) The financial envelope of the Fund should, in principle, be commensurate to amounts corresponding to 25% of the *annual* revenues from the *auctioning of allowances from Chapter II and III* of Directive 2003/87/EC *as of the entry into force of this Regulation*. Member States are to finance 50% of the total costs of their Plan themselves. *The financing of the Fund should not come at the expense*

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.***

of other Union programmes and policies.

⁴¹ ***Council Decision (EU, Euratom) 2020/2053 of 14 December 2020 on the system of own resources of the European Union and repealing Decision 2014/335/EU, Euratom (OJ L 424, 15.12.2020, p. 1).***

Or. en

Amendment 129 **Andor Deli**

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***

Amendment

(23) Pursuant to Council Decision (EU, Euratom)2020/2053⁴¹, Member States should make those revenues available to the Union budget as own resources. Member States' ***contribution should be based on a thorough impact assessment taking into consideration their different starting points and income levels.*** For this purpose, as well as for investment and measures to accelerate and alleviate the required transition for citizens negatively affected, ***additional funding should be provided.***

Directive 2003/87/EC for that purpose.

⁴¹ Council Decision (EU, Euratom) 2020/2053 of 14 December 2020 on the system of own resources of the European Union and repealing Decision 2014/335/EU, Euratom (OJ L 424, 15.12.2020, p. 1).

⁴¹ Council Decision (EU, Euratom) 2020/2053 of 14 December 2020 on the system of own resources of the European Union and repealing Decision 2014/335/EU, Euratom (OJ L 424, 15.12.2020, p. 1).

Or. en

Justification

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

Amendment 130

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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*

Amendment

(23) The financial envelope of the Fund should *be negotiated within the EU budget and the resource allocation should be negotiated between the European Parliament and the Council as any other EU programme. The budget of the Fund should be at least EUR 23 700 000 000 in current prices for the period 2023-2027 and EUR 48 500 000 000 in current prices for the period 2028-2032. This amount could be revised upwards in line with the evolution of the costs of the transition.* Member States are to finance 25 % of the total costs of their Plan themselves. *This share could be revaluated in accordance with the resources allocated to the Fund.*

***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).

Or. en

Amendment 131

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu

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.

Amendment

(23) The financial envelope of the Fund should, in principle, be commensurate to amounts corresponding to 25% of the expected revenues from the inclusion of buildings and road transport into the scope of Directive 2003/87/EC in the period 2026-2034. Member States should make those revenues available to the Union ***general*** budget as own resources. Member States are to ***co-finance*** their Plan ***differently depending on their GDP per capita***. 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).

Or. en

Amendment 132

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Josianne Cutajar, Maria Grapini, István Ujhelyi

Proposal for a regulation

Recital 23 a (new)

Text proposed by the Commission

Amendment

(23 a) In the event of higher carbon price, additional financing should be made available for the Fund to ensure the adequate and fair mitigation of the impact on the most vulnerable households, vulnerable enterprises, including SMEs, and vulnerable transport users.

Or. en

Amendment 133

Tilly Metz

Proposal for a regulation

Recital 24

Text proposed by the Commission

Amendment

(24) The Fund should support measures that respect the principle of additionality of Union funding. The Fund should not be a substitute for recurring national expenditures, ***except in duly justified cases.***

(24) The Fund should support measures that respect the principle of additionality of Union funding. The Fund should not be a substitute for recurring national expenditures.

Or. en

Amendment 134

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu

Proposal for a regulation

Recital 25 a (new)

Text proposed by the Commission

Amendment

(25 a) 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.

Or. en

Amendment 135

Tilly Metz

Proposal for a regulation

Recital 25 a (new)

Text proposed by the Commission

Amendment

(25 a) 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.

Or. en

Amendment 136

Kosma Złotowski, Tomasz Piotr Poręba

Proposal for a regulation

Recital 25 a (new)

Text proposed by the Commission

Amendment

(25 a) To ensure that support under the Plan can be effectively implemented from the initial years of the energy into force of the Social Climate Fund, it should be

possible for a part of the financial contribution of Member States to be paid in the form of pre-finance.

Or. en

Amendment 137

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Recital 28

Text proposed by the Commission

(28) The implementation of the Fund should be carried out in line with the principle of sound financial management, including the effective prevention and prosecution of fraud, tax **fraud**, tax evasion, corruption and **conflicts** of interest.

Amendment

(28) The implementation of the Fund should be carried out in line with the principle of sound financial management, including the effective prevention and prosecution of fraud, tax **avoidance**, tax evasion, corruption and **conflict** of interest.

Or. en

Amendment 138

Andor Deli

Proposal for a regulation

Recital 34

Text proposed by the Commission

(34) Horizontal financial rules adopted by the European Parliament and the Council pursuant to Article 322 of the Treaty on the Functioning of the European Union apply to this Regulation. Those rules are laid down in Regulation (EU, Euratom) 2018/1046 and determine in particular the procedure for establishing and implementing the budget through grants, procurement, prizes, indirect implementation, and provide for checks on the responsibility of financial actors. **Rules adopted pursuant to Article 322 of the Treaty on the Functioning of the**

Amendment

(34) Horizontal financial rules adopted by the European Parliament and the Council pursuant to Article 322 of the Treaty on the Functioning of the European Union apply to this Regulation. Those rules are laid down in Regulation (EU, Euratom) 2018/1046 and determine in particular the procedure for establishing and implementing the budget through grants, procurement, prizes, indirect implementation, and provide for checks on the responsibility of financial actors.

European Union also include a general regime of conditionality for the protection of the Union's budget.

Or. en

Amendment 139
Josianne Cutajar

Proposal for a regulation
Article 1 – paragraph 2

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 140
Andor Deli

Proposal for a regulation
Article 1 – paragraph 3

Text proposed by the Commission

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

Amendment

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

Or. en

Justification

The proposal to establish an Emission Trading System for buildings and transport is

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

Amendment 141

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

Proposal for a regulation

Article 1 – paragraph 3

Text proposed by the Commission

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

Amendment

The measures and investments supported by the Fund shall benefit households, **enterprises including SMEs** and transport users, particularly affected by the **costs of the transition and who suffer from or at risk of energy and** transport poverty.

Or. en

Amendment 142

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 1 – paragraph 3

Text proposed by the Commission

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

Amendment

The measures and investments supported by the Fund shall benefit **vulnerable** households, **vulnerable small and** micro-enterprises and **vulnerable** transport users **and workers in sectors**, 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

transport alternative to individual cars (in remote and rural areas).

households in energy poverty and citizens without public transport alternative to individual cars (in remote and rural areas).

Or. en

Amendment 143

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 1 – paragraph 3

Text proposed by the Commission

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

Amendment

The measures and investments supported by the Fund shall benefit households, micro-enterprises, *small and medium enterprises (SMEs)* and transport users, which are vulnerable and particularly affected by the inclusion of greenhouse gas emissions from buildings and road transport into the scope of Directive 2003/87/EC, especially households in energy poverty and transport *poverty and users with low capacities to adapt to the consequences of the green transition*.

Or. en

Amendment 144

Josianne Cutajar

Proposal for a regulation

Article 1 – paragraph 3

Text proposed by the Commission

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

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).

transport alternative to individual cars (in remote and rural areas, ***including islands and outermost regions***).

Or. en

Amendment 145

Kosma Złotowski, Tomasz Piotr Poręba

Proposal for a regulation

Article 1 – paragraph 3

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 146

Tilly Metz

Proposal for a regulation

Article 1 – paragraph 3

Text proposed by the Commission

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

Amendment

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

remote and rural areas).

Or. en

Amendment 147

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

Proposal for a regulation

Article 1 – paragraph 4

Text proposed by the Commission

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

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality by *preventing and* addressing the *possible socioeconomic* impacts of the *measures taken at Union and national level to advance in the green transition to achieve the climate neutrality objective set out in Article 2, paragraph 1 of the Regulation EU 2021/1119 ("European Climate Law")*.

The specific objective of the Fund is to support vulnerable households, vulnerable *enterprises, including SMEs*, and vulnerable transport users through direct income support and through measures and investments intended to, *on one hand*, increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable sources, and *on the other hand*, granting access to zero- and low-emission mobility and transport, *promoting the use of affordable and accessible public transport and increasing the quality and frequency of its services*

particularly in rural areas, and incentivising clean urban transport fleet renewal and the deployment of the corresponding refuelling and recharging infrastructure.

Or. en

Amendment 148
Marianne Vind

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

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

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality, *sustainable development and well-being for all people*, by addressing the social impacts of the inclusion of greenhouse gas emissions from buildings and road transport *in line with the Union's commitments under the Paris Agreement, the European Pillar of Social Rights and the UN SDGs, while leaving no one behind*. 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 *as well as affordable* mobility and transport.

Or. en

Amendment 149
Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 1 – paragraph 4

Text proposed by the Commission

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

Amendment

The general objective of the Fund is to contribute to the transition towards climate neutrality by **limiting as much as possible** the social impacts of **the transition and** 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, granting improved access to zero- and low-emission mobility and transport, **and helping to ensure workers are sufficiently supported in order to re-skill or upskill their qualifications.**

Or. en

Amendment 150

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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

Amendment

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

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

intended to increase energy efficiency of buildings, decarbonisation of heating and cooling of buildings, including the integration of energy from renewable **and carbon neutral** sources, and granting improved access to **efficient and affordable** zero- and low-emission mobility and transport **while maintaining technology neutrality**.

Or. en

Amendment 151

Kosma Złotowski, Tomasz Piotr Poręba

Proposal for a regulation

Article 1 – paragraph 4

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 152

Andor Deli

Proposal for a regulation

Article 1 – paragraph 4

Text proposed by the Commission

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

Amendment

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

Or. en

Justification

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

Amendment 153

Tilly Metz

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***

Amendment

The general objective of the Fund is to contribute to ***a just, equitable and inclusive*** the transition towards climate neutrality, ***in line with the Union's commitments under the Paris agreement,***

*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.***

by addressing the social impacts of *this ecological transition*. The specific objective of the Fund is to **contribute to eradicate energy and mobility poverty across the Union**, through temporary direct support and **primarily** through **targeted policy reforms** and investments intended to **phase out the reliance on fossil fuels**, increase energy efficiency **combined with** improved access to **zero-emission sustainable mobility solutions and integrated mobility services.**

Or. en

Amendment 154
Tilly Metz

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

Text proposed by the Commission

Amendment

In line with these objectives, the investments and policy reforms within the Plans should not provide any support which could prolong the use of fossil fuel or lead to carbon lock-in, while hampering or delaying the deployment of renewable energy sources.

Or. en

Amendment 155
Josianne Cutajar

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

Text proposed by the Commission

Amendment

Each Member State shall receive a minimum adequate allocation of funding contributing to the implementation of the

Fund with meaningful social impact for its beneficiaries.

Or. en

Amendment 156

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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 appliances ***and lighting for more efficient ones***, and the installation of on-site production of energy from renewable sources, ***as well as measures aiming at adapting buildings for people with disabilities and/or reduced mobility***;

Or. en

Amendment 157

Andor Deli

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

Amendment

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

on-site production of energy from renewable sources;

on-site production of energy from renewable sources *as well as its storage*;

Or. en

Amendment 158

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 2 – paragraph 1 – point 1

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 159

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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 *the situation* defined in Article 2(49) of the *Energy Efficiency Directive recast*^{27a}, *namely a ‘household’s lack of access to essential energy services that underpin a decent standard of living and health, including adequate warmth, cooling, lighting, and energy to power appliances, in the relevant national context, existing social policy and other relevant policies*^{28a}.

27^a Proposal for a Directive of the European Parliament and of the Council on energy efficiency (recast), COM(2021) 558 final.

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

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]

Or. en

Amendment 160
Andor Deli

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

Text proposed by the Commission

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

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

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

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]

Justification

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

Amendment 161

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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

Text proposed by the Commission

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

Amendment

(2) ‘energy poverty’ means *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.*

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 162

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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

Text proposed by the Commission

Amendment

(2 a) ‘transport poverty’ means poverty affecting households and user that have a

high share of mobility expenditure to disposable income or a limited availability of affordable, efficient interconnected modes of individual or collective transport required to meet essential socio-economic needs, with a particular focus on households in rural, insular, mountainous, outermost regions, remote and less accessible areas or less developed regions or territories, including less developed peri-urban areas, caused by one or a combination of the following factors: high fuel expenditures, the phase-out of fossil fuels, high costs of the uptake of zero or low-carbon vehicles, non-sufficient transport infrastructure and alternative fuel infrastructure including electric charging, high costs or lack of availability of adequate, efficient and affordable public modes of transport;

Or. en

Amendment 163

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 2 – paragraph 1 – point 2 a (new)

Text proposed by the Commission

Amendment

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

vehicles, high-costs or lack of availability of adequate, affordable public or alternative modes of transport;

Or. en

Amendment 164

Tilly Metz

Proposal for a regulation

Article 2 – paragraph 1 – point 2 a (new)

Text proposed by the Commission

Amendment

(2 a) 'mobility poverty' means a household with limited access to available and affordable mobility services and unable to afford the necessary transport required to meet essential services as well as essential cultural and socio-economic needs, in particular quality employment and education and training, in a given context and which can be caused by one or the combination of the following factors: low-level incomes, high fuel expenditures and/or high costs of public transport, lack of availability of adequate, affordable public transport or alternative services and their accessibility and location, travelled distances and transport practices, particularly in rural, insular, mountainous and remote areas, including peri-urban areas;

Or. en

Amendment 165

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

Proposal for a regulation

Article 2 – paragraph 1 – point 2 a (new)

Text proposed by the Commission

Amendment

(2 a) 'transport poverty' means a

household inability to carry out its basic daily mobility to meet its essential socioeconomic needs (such as accessing the workplace, health facilities, education...) resulting of, among others: low income, lack of financial means, inability to replace their combustion engine cars and purchase low or zero-emission vehicles, high fuel costs, lack of affordable or availability of quality and high-frequency public transport services, lack or shortage of alternative mobility solutions;

Or. en

Amendment 166
Tilly Metz

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

Text proposed by the Commission

Amendment

(2 b) 'mobility guarantee' means a reliable and sufficient mobility provision, worked out by national, regional or local authorities for a specific area and in collaboration with civil society, to achieve the best quality of life within the given global constraints. It provides the planning to provide a guarantee to all citizens within that area to be able to reach their home, workplace, school as well as other essential errands and culture within a specified timeframe of e.g. 15 minutes in metropolitan areas and 30 minutes in rural areas. The mobility guarantee requires that reliable public transport service options are in place during weekdays, evening and holidays in order to provide a clear incentive for people to switch from environmentally and socially harmful transport patterns to a truly sustainable mobility;

Or. en

Amendment 167

Tilly Metz

Proposal for a regulation

Article 2 – paragraph 1 – point 9

Text proposed by the Commission

Amendment

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

⁵³ Commission Regulation (EU) No 651/2014 of 17 June 2014 declaring certain categories of aid compatible with the internal market in application of Articles 107 and 108 of the Treaty Text with EEA relevance (OJ L 187, 26.6.2014, p. 1).

Or. en

Amendment 168

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, István Ujhelyi

Proposal for a regulation

Article 2 – paragraph 1 – point 9

Text proposed by the Commission

Amendment

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

⁵³ *Commission Regulation (EU) No 651/2014 of 17 June 2014 declaring certain categories of aid compatible with the internal market in application of Articles 107 and 108 of the Treaty Text with EEA relevance (OJ L 187, 26.6.2014, p. 1).*

Or. en

Amendment 169

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 2 – paragraph 1 – point 9 a (new)

Text proposed by the Commission

Amendment

(9 a) ‘micro, small and medium-sized enterprises’ (SMEs) means enterprises that employ fewer than 250 persons, including solo self-employed, and which have an annual turn over not exceeding EUR 50 million, and/or an annual balance sheet total not exceeding EUR 43 million, calculated in accordance with Articles 3 to 6 of Annex I to Commission Regulation (EU) No 651/2014^{33a}

^{33a} *Commission Regulation (EU) No 651/2014 of 17 June 2014 declaring certain categories of aid compatible with the internal market in application of Articles 107 and 108 of the Treaty Text with EEA relevance (OJ L 187, 26.6.2014, p. 1).*

Or. en

Amendment 170

Tilly Metz

Proposal for a regulation

Article 2 – paragraph 1 – point 10

Text proposed by the Commission

Amendment

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

deleted

Or. en

Amendment 171

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 2 – paragraph 1 – point 10

Text proposed by the Commission

Amendment

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

(10) ‘transport users’ means households, **NEETs and students, irrespective of the income level of their households** or micro-enterprises **and SMEs** that use various transport, **freight** and mobility options;

Or. en

Amendment 172

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, István Ujhelyi

Proposal for a regulation

Article 2 – paragraph 1 – point 10

Text proposed by the Commission

Amendment

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

(10) ‘transport users’ means households or **enterprises, including SMEs**, that use various transport and mobility options;

Or. en

Amendment 173

Tilly Metz

Proposal for a regulation

Article 2 – paragraph 1 – point 11

Text proposed by the Commission

Amendment

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

deleted

Or. en

Amendment 174

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 2 – paragraph 1 – point 11

Text proposed by the Commission

Amendment

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

(11) ‘vulnerable households’ means households in energy **and transport** poverty or households **who face or are at risk of facing a situation of significantly limited access to quality employment, including self-employment, and/or to education and training, and/or to a decent standard of living and essential services, implying low capacities to adapt to the consequences of the green transition and** are significantly affected by the price impacts of the inclusion of buildings **and road transport** into the scope of Directive 2003/87/EC;

Or. en

Amendment 175

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 2 – paragraph 1 – point 11

Text proposed by the Commission

Amendment

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

(11) ‘vulnerable households’ means households in energy poverty or households, including lower middle-income *households*, that are significantly affected by the *transition towards climate neutrality, especially the price impacts of the revised Directive 2021/0213 to buildings and road transport* and lack the means to renovate the building they occupy *and lack the means to be able to be mobile when necessary for their economic or social wellbeing*;

Or. en

Amendment 176 **Andor Deli**

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

Text proposed by the Commission

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

Amendment

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

Or. en

Justification

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

Amendment 177 **Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi**

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 poverty or households, including lower *and* middle-income ones, that are significantly affected by the *measures taken at Union and national level to advance in the green transition to achieve climate neutrality*.

Or. en

Amendment 178
Tilly Metz

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*;

deleted

Amendment

Or. en

Amendment 179
Ondřej Kovařík, Jan-Christoph Oetjen, Ondřej Knotek

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

Amendment

(12) ‘vulnerable *small and* micro-enterprises’ means *small and* micro-enterprises that are significantly affected

of the ***inclusion of buildings into*** the scope of Directive 2003/87/EC and lack the means to renovate the building they occupy;

by the ***transition towards climate neutrality, especially the price impacts of the revised Directive 2021/0213 and the potential extension of*** the scope of Directive 2003/87/EC ***to buildings and road transport*** and lack the means to renovate the building they occupy ***or to purchase zero and low-emission vehicles;***

Or. en

Amendment 180
Andor Deli

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

Text proposed by the Commission

Amendment

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

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

Or. en

Justification

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

Amendment 181
Kosma Złotowski, Tomasz Piotr Poręba

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

Text proposed by the Commission

Amendment

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

(12) ‘vulnerable micro-enterprises’ means micro-enterprises that are significantly affected by ***costs generated by the EU climate policy*** and lack the means to renovate the building they occupy;

Or. en

Amendment 182

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu

Proposal for a regulation

Article 2 – paragraph 1 – point 12

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 183

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, István Ujhelyi

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 ***enterprises***’ means ***enterprises, including SMEs***, that are significantly affected by the ***measures taken at Union and national level to advance in the green transition to achieve climate neutrality***.

Or. en

Amendment 184

Leila Chaibi

Proposal for a regulation

Article 2 – paragraph 1 – point 12 a (new)

Text proposed by the Commission

Amendment

(12 a) 'mobility poverty' means the inability of a user, in a given context, to make the trips necessary to meet his or her basic socio-economic needs due to a lack of means to do so; depending on national and local circumstances, this may be the result of one or more of the following factors: low income, high fuel costs and/or high public transport costs, availability of alternative and active mobility solutions in terms of their accessibility and service provision, distances travelled, or poor vehicle performance, inter alia;

Or. en

Amendment 185

Gheorghe Falcă, Markus Pieper, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 2 – paragraph 1 – point 12 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 186

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István

Ujhelyi

Proposal for a regulation

Article 2 – paragraph 1 – point 12 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 187

Tilly Metz

Proposal for a regulation

Article 2 – paragraph 1 – point 13

Text proposed by the Commission

Amendment

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

Or. en

Amendment 188

Andor Deli

Proposal for a regulation

Article 2 – paragraph 1 – point 13

Text proposed by the Commission

Amendment

(13) ‘vulnerable transport users’ means **(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.***

transport users, including from lower middle-income households.

Or. en

Amendment 189

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu

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 that are significantly affected by the price impacts of the inclusion of road transport into the scope of Directive 2003/87/EC.

Or. en

Amendment 190

Ondřej Kovařík, Jan-Christoph Oetjen, Ondřej Knotek

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

Amendment

(13) ‘vulnerable transport users’ means transport users, including from lower middle-income households, that are

significantly affected by the price impacts of the inclusion of road transport *into the scope of Directive 2003/87/EC* and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas.

significantly affected by the *transition towards climate neutrality, at risk of mobility poverty, especially because of the* price impacts of the *revised Directive 2021/0213 and the potential* inclusion of road transport and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport, particularly in rural and remote areas

Or. en

Amendment 191

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, István Ujhelyi

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 at risk of transport poverty; particular attention should be taken to vulnerable transport users in rural peripheral, remote, outermost, insular, mountainous and sparsely populated regions, as well as those in less developed regions or territories and those suffering from other demographic and accessibility challenges.*

Or. en

Amendment 192

Tilly Metz

Proposal for a regulation

Article 3 – paragraph 1

Text proposed by the Commission

Amendment

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

1. **Within 6 months upon the entry into force of this Regulation,** each Member State shall submit to the Commission a Social Climate Plan ('the Plan'). **The Plan shall be coherent and maximise synergies with the integrated national energy and climate plan of that Member State referred to in Article 14(2) of Regulation (EU) 2018/1999.** The Plan shall contain **detailed mapping of households and people in situation of mobility poverty, and an gender-sensitive analysis of the main causes of mobility poverty in that Member State. The Plan shall also contain short- and medium-term targets to eradicate mobility poverty, and** a coherent set of measures and investments **at national, regional or local level with the ultimate aim of developing a population-wide mobility guarantee.** In order to **facilitate the preparation of the Plan, the Commission shall publish guidance, including a template.**

Or. en

Amendment 193

Ondřej Kovařík, Jan-Christoph Oetjen

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

Amendment

1. Each Member State shall submit to the Commission a Social Climate Plan ('the Plan') together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address **energy and mobility poverty, in particular** the impact of carbon pricing on vulnerable households, vulnerable micro-enterprises, vulnerable transport users **and workers in affected sectors** in order to

accelerating necessary measures to meet the climate targets of the Union.

ensure affordable heating, cooling and mobility while accompanying and accelerating necessary measures to meet the climate targets of the Union.

Or. en

Amendment 194

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, István Ujhelyi

Proposal for a regulation

Article 3 – paragraph 1

Text proposed by the Commission

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

Amendment

1. Each Member State shall submit to the Commission a Social Climate Plan ('the Plan') together with the update to the integrated national energy and climate plan referred to in Article 14(2) of Regulation (EU) 2018/1999 in accordance with the procedure and timeline laid down in that Article. The Plan shall contain a coherent set of measures and investments to address the ***cost of the transition to climate neutrality*** on vulnerable households, vulnerable ***enterprises, including SMEs*** and vulnerable transport users in order to ensure affordable heating, cooling and ***grant access to sustainable and smart mobility and transport services to citizens and regions alongside*** the Union.

Or. en

Amendment 195

Gheorghe Falcă, Markus Pieper, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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

Amendment

1. Each Member State shall submit to the Commission a Social Climate Plan

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

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

Or. en

Amendment 196

Kosma Złotowski, Tomasz Piotr Poręba

Proposal for a regulation Article 3 – paragraph 1

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 197

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:

a) Measures providing direct income support to vulnerable households and households that are vulnerable transport users to ***address and*** reduce the ***cost*** of the ***transition to climate neutrality***.

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

b) Finance measures and investments to 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, to carry out electrical, fire and seismic safety inspection and renovation;

c) Finance measures and investments to increase the uptake of zero- and low-emission mobility and transport, to promote the use of affordable and accessible public transport and increase the quality and frequency of its services, particularly in rural areas, and to incentivise clean urban transport fleet renewal and the deployment of the corresponding refuelling and recharging

infrastructure.

Or. en

Amendment 198

Tilly Metz

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. *In case Member States provide sufficient evidence that households and people in energy and/or mobility poverty may not enjoy the benefits of the measures and investments referred to in paragraph 3 within a maximum of three years after the adoption of the Plan, they may include national or subnational measures providing direct support to households and people, provided that they demonstrate that such support is proportional and limited in time, and is part of a holistic strategy to lift those households and people out of energy and mobility poverty, with special attention to elderly and younger people, including women and people living in remote and less accessible areas, including peri-urban areas, to help reducing immediate energy and mobility costs, by providing facilitated access to green energy efficient solutions and shared and integrated mobility services.*

Or. en

Amendment 199

Kosma Złotowski, Tomasz Piotr Poręba

Proposal for a regulation

Article 3 – paragraph 2

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 200
Marco Campomenosi

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.

Or. en

Amendment 201
Andor Deli

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

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

from *the inclusion of buildings and road transport into the scope of Directive 2003/87/EC.*

fuels resulting from *increased climate ambition.*

Or. en

Justification

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

Amendment 202

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

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

Text proposed by the Commission

Amendment

3. The Plan shall include national projects to: *deleted*

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

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

Or. en

**Amendment 203
Tilly Metz**

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

Text proposed by the Commission

3. The Plan shall include national projects to:

Amendment

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

Or. en

Amendment 204

Andor Deli

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 renewable energy sources;

Or. en

Amendment 205

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 3 – paragraph 3 – point a

Text proposed by the Commission

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

Amendment

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

Amendment 206

Tilly Metz

Proposal for a regulation

Article 3 – paragraph 3 – point b

Text proposed by the Commission

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

Amendment

(b) finance measures and investments to increase the *accessibility, affordability and interconnectivity of public transport as well as infrastructure that supports active mobility, such as bike lanes and fast cycling routes.*

Or. en

Amendment 207

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 3 – paragraph 3 – point b

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 208

Marianne Vind

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-

Amendment

(b) finance measures and investments to increase the *access to* zero- and low-emission *and affordable* mobility and

emission mobility and transport.

transport.

Or. en

Amendment 209
Marco Campomenosi

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

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 210
Tilly Metz

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

Text proposed by the Commission

Amendment

(b a) finance measures and investments with a lasting impact and with priority to the development and provision of affordable demand sensitive mobility services, in particular in rural and less accessible areas including peri-urban, starting with measures and investments leading to a modal shift from privately owned to public, shared and active mobility.

Or. en

Amendment 211
Ondřej Kovařík, Jan-Christoph Oetjen, Ondřej Knotek

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

Text proposed by the Commission

Amendment

(b a) finance measures and investments to ensure workers reskilling and upskilling in affected sectors.

Or. en

Amendment 212
Tilly Metz

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

Text proposed by the Commission

Amendment

(b b) provide financial and technical support to self-organising communities in urban, peri-urban and rural areas and to the facilitation of all facets of shared mobility services, such as:

- self-organised mobility initiatives;***
- shared and ‘pooling’ services: collective taxis, car-pooling, car-sharing (peer-to-peer, station-based, free-floating; round-trip)***
- benches for co-passengers;***
- demand-led services: book-a-bus, regio-taxi;***
- biking and electric bicycle promotions;***
- kombi-bus, e.g. linking cargo and passenger services to enhance the use of regular interval timetables.***

Or. en

Amendment 213
Tilly Metz

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

Text proposed by the Commission

Amendment

(b c) plans and a step-wise national implementation plan to develop and introduce a mobility guarantee for all citizens.

Or. en

**Amendment 214
Tilly Metz**

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

Text proposed by the Commission

Amendment

3 a. The Plan shall include policy reforms and measures addressing non-monetary barriers to improvements in mobility to facilitate and accelerate the socially fair decarbonisation of mobility aimed at the eradication of mobility poverty.

These may include reforms and measures targeted at addressing information deficit and administrative barriers, such as information campaigns and energy and mobility consultations, as well as reforms to include the notion of mobility poverty in existing legislation, like for example the inclusion of beneficial accessibility and inclusion criteria for public tendering procedures and the inclusion of mobility poverty in SUMPs (sustainable urban mobility plans) and SMARTA (sustainable mobility for rural transport areas).

The cost of these measures shall not exceed 2% of the national envelope.

Or. en

**Amendment 215
Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria**

Grapini, István Ujhelyi

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 216
Tilly Metz

Proposal for a regulation
Article 3 a (new)

Text proposed by the Commission

Amendment

Article 3 a

Preparation of the Social Climate Plan

1. Member States shall prepare a Social Climate Plan (the Plan) as referred to in Article 3 of this Regulation in parallel to the update of 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, in order to maximise the synergies and complementarities between the two plans.

2. Each Member State shall ensure that the public is given early and effective opportunities to participate in the preparation of the draft Plan, as well as in the preparation of the final plan, well before its adoption. In the preparation of the draft and final Plan:

a. Public participation in the preparation of the Plan should, as a minimum, include open public consultation in line with the principles set out under Article 8 of the Common Provisions Framework of Regulation(EU) 2021/1060. Each Member State shall make environmental information public as soon as possible and ensure that the public is informed in an adequate, timely and effective manner.

b. Each Member State shall carry out public consultations when all options are still open and set reasonable time frames allowing sufficient time for the public to be informed, to participate effectively and express its views.

c. Each Member State shall report on the outcome of each public consultation in a public report summarising the issues that were addressed, the groups that were consulted, the recommendations that were made by the public and stakeholders, and the steps that they intend to take in response. Where recommendations made by the public are not implemented, Member States shall explain the reasons.

3. In addition to the public consultation requirements set out in paragraph 2 of this article, the Member States will ensure that the following partners have participated in the preparation of the Plan:

a) regional, local and other public authorities;

b) economic and social partners;

c) relevant bodies representing civil society, such as environmental partners, non-governmental organisations, and bodies responsible for promoting social inclusion, fundamental rights, rights of persons with disabilities, gender equality and non-discrimination;

d) research organisations and universities, where appropriate;

e) businesses and small and medium enterprises, especially micro-enterprises;

f) individuals and households facing energy and mobility poverty. Involving these groups in the decisions that affect their lives is critical to fostering broader social acceptance and a just transition. Their participation should be resourced to ensure they can meaningfully participate.

Where necessary, the Member States will provide capacity building support to ensure the effective engagement of the partners listed in this sub-paragraph.

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

4. Each Member State shall attach to the submission of the Plan to the Commission, in accordance with Article 3(1) of this Regulation, a summary of the consultation process, the outcome of each public consultation and the issues that were addressed, the groups that were consulted, the recommendations that were made, and the steps that they intend to take in response. Where recommendations made by the public are not implemented, Member States shall explain the reasons at the basis of their decision. Member States shall make this report available to the public.

Or. en

Amendment 217

Tilly Metz

Proposal for a regulation

Article 4 – paragraph 1 – point a

Text proposed by the Commission

(a) concrete measures and investments in accordance with Article 3 *to reduce the effects referred to in point (c) of this paragraph* together with an explanation of how they would contribute effectively to the achievement of the objectives set out in

Amendment

(a) concrete measures and investments in accordance with Article 3 *and 6 to combat energy poverty and mobility poverty* together with an explanation of how they would contribute effectively to the achievement of the objectives set out in

Article 1 within the overall setting of a Member State's relevant policies;

Article 1 within the overall setting of a Member State's relevant policies, ***including an overview of both the investments needed and the non-financial barriers to ultimately provide citizens with a mobility guarantee, as well as a detailed description of measures as well as a timeline to attain this goal;***

Or. en

Amendment 218
Tilly Metz

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

Text proposed by the Commission

Amendment

(a a) detailed quantitative information on the number of households and people facing mobility poverty identified on the basis of the definitions in Article 2;

Or. en

Amendment 219
Tilly Metz

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

Text proposed by the Commission

Amendment

(a b) national targets and objectives to reduce the number of households and people facing mobility poverty over the duration of the Plan, including through measures and investments that are financed by other sources of funding beyond the Fund's financial envelope;

Or. en

Amendment 220

Tilly Metz

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(a c) quantitative and qualitative information on the choice to spend a certain share of the Plan on direct support and another share on other measures, investments and policy reforms and on how these shares are expected to develop over time;

Or. en

Amendment 221

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 4 – paragraph 1 – point b

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 222

Tilly Metz

Proposal for a regulation

Article 4 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) concrete accompanying measures

(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;

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

Or. en

Amendment 223

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Justification

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

Amendment 224

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 4 – paragraph 1 – point c

Text proposed by the Commission

Amendment

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

(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on **small and** micro-enterprises and on transport users, **and of the needed upskilling and reskilling of workers in affected sectors**, comprising in particular

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;

an estimate and the identification of vulnerable households, vulnerable **small and** micro-enterprises, vulnerable transport users **and affected sectors and workers**; 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; **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**;

Or. en

Amendment 225

Andor Deli

Proposal for a regulation

Article 4 – paragraph 1 – point c

Text proposed by the Commission

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

Amendment

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

Justification

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

Amendment 226

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Josianne Cutajar, István Ujhelyi

Proposal for a regulation**Article 4 – paragraph 1 – point c***Text proposed by the Commission*

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

Amendment

(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty, on **enterprises, including SMEs**, and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable **enterprises, including SMEs**, and vulnerable transport users; these impacts are to be analysed with a sufficient level of regional disaggregation **and sex-disaggregated data**, taking into account elements such as access, **affordability and availability of frequent and quality** public transport and basic services and identifying the areas mostly affected, particularly **in rural, sparsely populated and remote areas, among others**.

Amendment 227

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation**Article 4 – paragraph 1 – point c***Text proposed by the Commission**Amendment*

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

(c) an estimate of the likely effects of that increase in prices on households, and in particular on incidence of energy poverty **and transport poverty**, on micro-enterprises, **SMEs** and on transport users, comprising in particular an estimate and the identification of vulnerable households, vulnerable micro-enterprises, **vulnerable SMEs** and vulnerable transport users; these impacts are to be analysed with **the appropriate** level of regional disaggregation, taking into account **the national specificities and** elements such as access to public transport and, **shared mobility, availability of efficient transport infrastructure and also alternative fuel infrastructure including charging infrastructure**;

Or. en

Amendment 228
Tilly Metz

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

Text proposed by the Commission

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

Amendment

(c) These impacts are to be analysed with **a sufficient gender disaggregated data and gender-sensitive information**, a sufficient level of regional disaggregation, taking into account elements such as access to **adequate, safe, accessible and affordable** public **mobility** services **that meet cultural and socio-economic needs** and identifying the areas mostly affected, particularly territories which are remote, **insular** and rural **or less accessible, including peri-urban areas**;

Or. en

Amendment 229
Marco Campomenosi

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 230
Tilly Metz

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

Text proposed by the Commission

Amendment

(c a) a gender impact assessment and an explanation of how the measures and investments contained in the Plan take into account the objectives to contribute to gender equality and equal opportunities for all and the mainstreaming of those objectives, in line with principles of the UN Convention on the Rights of Persons with Disabilities (CRPD) and the associated EU CRPD framework and, where relevant, with the national gender equality strategy;

Or. en

Amendment 231

Marianne Vind

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(c a) a gender impact assessment and an explanation of how the measures and investments contained in the Plan take into account the objectives to contribute to gender equality and equal opportunities for all and the mainstreaming of those objectives, in line with principles 2 and 3 of the European Pillar of Social Rights, with the UN Sustainable Development Goal 5 and, where relevant, with the national gender equality strategy;

Or. en

Amendment 232

Tilly Metz

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

(d) where the Plan provides for measures referred to in Article 3(2), the criteria for the identification of eligible final recipients, the indication of the envisaged time limit for the measures in question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures ***provide a necessary and proportionate immediate relief for households and people in energy and mobility poverty as part of a holistic strategy to effectively lift those 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***

as well as the development and introduction of a mobility guarantee;

Or. en

Amendment 233

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, István Ujhelyi

Proposal for a regulation

Article 4 – paragraph 1 – point d

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 234

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 4 – paragraph 1 – point d

Text proposed by the Commission

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

Amendment

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

Plan are expected to reduce energy and **transport** poverty **and** the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices;

Plan are expected to reduce energy and **mobility** poverty, the vulnerability of households, micro-enterprises and transport users to an increase of road transport and heating fuel prices **and to update the qualifications of workers**;

Or. en

Amendment 235

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 4 – paragraph 1 – point d

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 236

Marco Campomenosi

Proposal for a regulation

Article 4 – paragraph 1 – point d

Text proposed by the Commission

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

Amendment

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

question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, *micro-enterprises* and transport users to an increase of road transport and heating fuel prices;

question and their justification on the basis of a quantitative estimate and a qualitative explanation of how the measures in the Plan are expected to reduce energy and transport poverty and the vulnerability of households, *SMEs* and transport users to an increase of road transport and heating fuel prices;

Or. en

Amendment 237

Tilly Metz

Proposal for a regulation

Article 4 – paragraph 1 – point e

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 238

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Josianne Cutajar, Maria Grapini, István Ujhelyi

Proposal for a regulation

Article 4 – paragraph 1 – point e

Text proposed by the Commission

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

Amendment

(e) envisaged milestones, targets **to reduce the number of vulnerable households, vulnerable enterprises, including SMEs**, and an indicative timetable for the implementation of the

measures and investments to be completed by 31 July 2032;

Or. en

Amendment 239

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 4 – paragraph 1 – point e

Text proposed by the Commission

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

Amendment

(e) envisaged milestones, targets and an indicative timetable for the implementation of the measures and investments to be completed by **[10 years after the transposition date of the revised Directive 2003/87/EC]**;

Or. en

Amendment 240

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 4 – paragraph 1 – point e

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 241

Marco Campomenosi

Proposal for a regulation

Article 4 – paragraph 1 – point h

Text proposed by the Commission

Amendment

(h) ***an explanation of how the Plan ensures that no investment or measure, included in the Plan does significant harm to environmental objectives within the meaning of Article 17 of Regulation (EU) 2020/852; the Commission shall provide technical guidance to the Member States targeted to the scope of the Fund to that effect; no explanation is required for the measures referred to in Article 3(2);***

(h) the Commission shall provide technical guidance to the Member States targeted to the scope of the Fund to that effect; no explanation is required for the measures referred to in Article 3(2);

Or. en

Amendment 242
Andor Deli

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

Text proposed by the Commission

Amendment

(h) an explanation of how the Plan ensures that no investment or measure, included in the Plan does significant harm to environmental objectives within the meaning of Article 17 of Regulation (EU) 2020/852; ***the Commission shall provide technical guidance to the Member States targeted to the scope of the Fund to that effect; no explanation is required for the measures referred to in Article 3(2);***

(h) an explanation of how the Plan ensures that no investment or measure, included in the Plan does significant harm to environmental objectives within the meaning of Article 17 of Regulation (EU) 2020/852;

Or. en

Amendment 243
Tilly Metz

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

Text proposed by the Commission

Amendment

(i) the arrangements for the effective monitoring and implementation of the Plan

(i) the arrangements for the effective monitoring and implementation of the Plan

by the Member State concerned, in particular of the proposed milestones and targets, including indicators for the implementation of measures and investments, which, where relevant, shall be those available with the Statistical office of the European Union European Statistical Office and the European Energy Poverty Observatory as identified by Commission Recommendation 2020/1563⁵⁴ on energy poverty;

⁵⁴ OJ L 357, 27.10.2020, p. 35.

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 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 in accordance with its promise in the Council Recommendation on ensuring a fair transition towards climate neutrality;***

⁵⁴ OJ L 357, 27.10.2020, p. 35.

Or. en

Amendment 244

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu

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 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;

Amendment

(i) the arrangements for the effective monitoring and implementation of the Plan by the Member State concerned, in particular of the proposed milestones and targets, including indicators for the implementation of measures and investments, which, where relevant, shall be those available with the Statistical office of the European Union European Statistical Office and the European Energy Poverty Observatory as identified by Commission Recommendation 2020/1563⁵⁴ on energy poverty ***indicators related to transport poverty shall be regularly collected by European Statistical office and Transport***

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.

Or. en

Amendment 245
Marianne Vind

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 investments, which, where relevant, shall be those available with the Statistical office of the European Union European Statistical Office and the European Energy Poverty Observatory as identified by Commission Recommendation 2020/1563⁵⁴ on energy poverty;

⁵⁴ OJ L 357, 27.10.2020, p. 35.

Amendment

(i) the arrangements for the effective monitoring and implementation of the Plan by the Member State concerned, ***including the involvement and consultation of social partners and civil society***, in particular of the proposed milestones and targets, including indicators for the implementation of measures and investments, which, where relevant, shall be those available with the Statistical office of the European Union European Statistical Office and the European Energy Poverty Observatory as identified by Commission Recommendation 2020/1563⁵⁴ on energy poverty;

⁵⁴ OJ L 357, 27.10.2020, p. 35.

Or. en

Amendment 246
Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

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

Text proposed by the Commission

Amendment

(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;

(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;

Or. en

Amendment 247

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu

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, 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;

Or. en

Amendment 248

Tilly Metz

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(k a) the proportion of the fund set aside

for community-led local mobility development to encourage and deliver an integrated place-based transition and community-led local development as defined and detailed under chapter 2 of the common provisions regulation.

Or. en

Justification

See press release from the Commission welcoming the political agreement on the Common Provisions Regulation for shared management funds:

https://ec.europa.eu/commission/presscorner/detail/en/IP_20_2255

Amendment 249

Tilly Metz

Proposal for a regulation

Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 250

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 4 – paragraph 2

Text proposed by the Commission

Amendment

2. The Plans shall be consistent with the information included and the commitments made by the Member States under the European Pillar of Social Rights Action Plan and the European Social Fund Plus (ESF+) established by Regulation (EU) 2021/1057, under their cohesion policy operational programmes under

2. The Plans shall be consistent with the information included and the commitments made by the Member States under the European Pillar of Social Rights Action Plan and the European Social Fund Plus (ESF+) established by Regulation (EU) 2021/1057, under their cohesion policy operational programmes under

Regulation (EU) 2021/1058⁵⁵, under their Recovery and Resilience Plans in accordance with Regulation (EU) 2021/241 of the European Parliament and of the Council⁵⁶, under their long-term buildings renovation strategies pursuant to Directive 2010/31/EU and under their updated integrated national energy and climate plans under Regulation (EU) 2018/1999. They shall also be complementary to the Just Transition Plans pursuant to Regulation (EU) 2021/1056 of the European Parliament and of the Council⁵⁷.

⁵⁵ Regulation (EU) 2021/1058 of the European Parliament and of the Council of 24 June 2021 on the European Regional Development Fund and on the Cohesion Fund (OJ L 231, 30.6.2021, p. 60).

⁵⁶ Regulation (EU) 2021/241 of the European Parliament and of the Council of 12 February 2021 establishing the Recovery and Resilience Facility (OJ L 57, 18.2.2021, p. 17).

⁵⁷ Regulation (EU) 2021/1056 of the European Parliament and of the Council of 24 June 2021 establishing the Just Transition Fund (OJ L 231, 30.6.2021, p. 1).

Regulation (EU) 2021/1058⁵⁵, under their Recovery and Resilience Plans in accordance with Regulation (EU) 2021/241 of the European Parliament and of the Council⁵⁶, under their long-term buildings renovation strategies pursuant to Directive 2010/31/EU and under their updated integrated national energy and climate plans under Regulation (EU) 2018/1999. They shall also be complementary to the ***Territorial*** Just Transition Plans pursuant to Regulation (EU) 2021/1056 of the European Parliament and of the Council⁵⁷.

⁵⁵ Regulation (EU) 2021/1058 of the European Parliament and of the Council of 24 June 2021 on the European Regional Development Fund and on the Cohesion Fund (OJ L 231, 30.6.2021, p. 60).

⁵⁶ Regulation (EU) 2021/241 of the European Parliament and of the Council of 12 February 2021 establishing the Recovery and Resilience Facility (OJ L 57, 18.2.2021, p. 17).

⁵⁷ Regulation (EU) 2021/1056 of the European Parliament and of the Council of 24 June 2021 establishing the Just Transition Fund (OJ L 231, 30.6.2021, p. 1).

Or. en

Amendment 251

Tilly Metz

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

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***

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 .

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).

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).

Or. en

Amendment 252

Tilly Metz

Proposal for a regulation **Article 5 – paragraph -1 (new)**

Text proposed by the Commission

Amendment

-1. Respect for fundamental and human rights and compliance with the European Convention on Human Rights, the Charter of Fundamental Rights of the EU, the ILO Conventions and the International Bill of Human Rights shall be ensured throughout the preparation, implementation, monitoring and evaluation of the Fund.

The measures and investments financed by the Fund shall respect the principle of non-discrimination on the grounds of gender, racial or ethnic origin, religion or belief, disability, age or sexual orientation throughout their preparation and implementation and ensure, where relevant, the accessibility for persons with

disabilities.

The measures and investments supported by the Fund shall respect the principle of gender equality and address energy poverty and mobility poverty from a gender-sensitive perspective.

All beneficiaries of the Fund shall comply with the conditions outlined in this paragraph prior to receiving any form of financial support.

Or. en

Amendment 253

Marianne Vind

Proposal for a regulation

Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Respect for fundamental and human rights and compliance with the European Convention on Human Rights, the Charter of Fundamental Rights of the EU, the ILO Conventions and the International Bill of Human Rights shall be ensured throughout the preparation, implementation, monitoring and evaluation of the Fund. The measures and investments financed by the Fund shall respect the principle of non-discrimination on the grounds of gender, racial or ethnic origin, religion or belief, disability, age or sexual orientation throughout their preparation and implementation and ensure, where relevant, the accessibility for persons with disabilities. The measures and investments supported by the Fund shall respect the principle of gender equality and address energy poverty and transport poverty from a gender-sensitive perspective. All beneficiaries of the Fund shall comply with the conditions outlined in this paragraph prior to receiving any form of financial support.

Amendment 254

Andor Deli

Proposal for a regulation

Article 5 – paragraph 2 – introductory part

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 **lead to** 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:

Or. en

Amendment 255

Ondřej Kovařík, Jan-Christoph Oetjen, Ondřej Knotek

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 and transport, **taking into account the carbon footprint of vehicles throughout their life cycle**;

Or. en

Amendment 256

João Pimenta Lopes

Proposal for a regulation

Article 5.º – paragraph 2 – point c

Text proposed by the Commission

(c) zero- and low-emission mobility

Amendment

(c) zero- and low-emission mobility and transport **and improving the public**

and transport;

supply of collective passenger transport;

Or. pt

Amendment 257

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 5 – paragraph 2 – point c

Text proposed by the Commission

Amendment

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

(c) zero- and low-emission mobility and transport, ***while maintaining technological neutrality;***

Or. en

Amendment 258

Tilly Metz

Proposal for a regulation

Article 5 – paragraph 2 – point c

Text proposed by the Commission

Amendment

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

(c) zero ***emission integrated mobility services, active*** mobility and ***public*** transport;

Or. en

Amendment 259

Tilly Metz

Proposal for a regulation

Article 5 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(c a) mobility-on- demand services;

Or. en

Amendment 260

Ondřej Kovařík, Jan-Christoph Oetjen

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;***

Or. en

Amendment 261

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Josianne Cutajar, István Ujhelyi

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

Amendment

(e) reductions in the number of vulnerable households, especially households in energy poverty, of vulnerable ***enterprises, including SMEs*** and of vulnerable transport users, in ***particular, rural, sparsely populated*** and remote areas, ***among others.***

Or. en

Amendment 262

Marco Campomenosi

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 vulnerable ***micro-enterprises*** and of

Amendment

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

vulnerable transport users, including in rural and remote areas.

transport users, including in rural, *insular, mountainous, less accessible* and remote areas.

Or. en

Amendment 263
Marianne Vind

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

Amendment

(e) reductions in the number of vulnerable households, especially households in energy poverty, of vulnerable micro-enterprises and of vulnerable transport users, including in rural and remote areas, *disaggregated per gender*.

Or. en

Amendment 264
Tilly Metz

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

Amendment

(e) reductions in the number of households *and people faced with energy and mobility poverty, disaggregated per gender, with a view to eradicating mobility poverty within a decade;*

Or. en

Amendment 265
Gheorghe Falcă, Markus Pieper, Barbara Thaler, Marian-Jean Marinescu

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

Amendment

(e) reductions in the number of vulnerable households, especially households in energy poverty ***and transport poverty***, of vulnerable micro-enterprises, ***SMEs*** and of vulnerable transport users.

Or. en

Amendment 266
Tilly Metz

Proposal for a regulation
Article 5 – paragraph 2 – point e a (new)

Text proposed by the Commission

Amendment

(e a) improvements in the ability of people facing energy and mobility poverty to participate in and adapt to the transition at a similar pace as high income households are able to do without financial support;

Or. en

Amendment 267
Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation
Article 5 – paragraph 2 – point e a (new)

Text proposed by the Commission

Amendment

(e a) update of the qualifications of workers in affected sectors.

Or. en

Amendment 268
Marco Campomenosi

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

Amendment

3. The Fund shall only support measures and investments respecting the principle of ‘do no significant harm’ referred to in Article 17 of Regulation (EU) 2020/852. **deleted**

Or. en

Amendment 269
Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

Amendment

3. The Fund shall only support measures and investments respecting the principle of ‘do no significant harm’ referred to in Article 17 of Regulation (EU) 2020/852. **deleted**

Or. en

Amendment 270
Marianne Vind

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 271

Tilly Metz

Proposal for a regulation

Article 5 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 272

Tilly Metz

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 temporary **and proportionate** direct support **strictly limited** to households and **people facing energy and mobility poverty**.

Such support shall be conditioned to policy reforms and more structural investments with long-lasting impacts provided in the Plan to effectively lift those households and people out of energy and mobility poverty, in particular, by phasing-out the reliance on fossil fuel dependence and by developing and introducing a mobility guarantee.

Eligibility for such support shall be targeted to people facing energy poverty and mobility poverty, with special attention to women and vulnerable groups of women, such as single women, single-mothers and elderly women with low income. Support to women shall account for an amount, which represents at least 60 % of the total amount allocated for direct support.

The direct support shall not exceed more than 30% of the total estimated costs of the plan and it shall decrease over time and cease within the time limits identified under Article 4(1) point (d).

Member States shall provide guidance to households and people receiving direct support in accordance with Article 6(2) point b a new.

Or. en

Amendment 273

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation Article 6 – paragraph 1

Text proposed by the Commission

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).

Amendment

1. Member States may include the costs of measures providing temporary direct income support, *including reduction of taxes and fees, as a transitional measure* to vulnerable households and vulnerable households that are transport users to absorb the increase in road transport and heating fuel prices. Such support shall decrease over time and be limited to the direct impact of the *revised measures outlined in Directive 2021/0213 and* emission trading for buildings and road transport. Eligibility for direct income support *ceases* within the time limits *set out in* Article4(1) point (d).

Or. en

Amendment 274
Marco Campomenosi

Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission

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).

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. Eligibility for such direct income support shall cease within the time limits identified under Article 4(1) point (d).

Or. en

Amendment 275
Andor Deli

Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission

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).

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. Eligibility for such direct income support shall cease within the time limits identified under Article 4(1) point (d).

Justification

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

Amendment 276**Kosma Zlotowski, Tomasz Piotr Poręba****Proposal for a regulation****Article 6 – paragraph 1***Text proposed by the Commission*

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).

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. Eligibility for such direct income support shall cease within the time limits identified under Article 4(1) point (d).

Or. en

Amendment 277**Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi****Proposal for a regulation****Article 6 – paragraph 1***Text proposed by the Commission*

1. Member States may include the costs of measures providing ***temporary*** direct income support to vulnerable households and vulnerable households that

Amendment

1. Member States may include the costs of measures providing direct income support to vulnerable households and vulnerable households that are transport

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).

users to absorb the increase *of fuel prices and other costs of the transition to smart and sustainable mobility*. Such support shall decrease over time. Eligibility for such direct income support shall cease within the time limits identified under Article 4(1) point (d).

Or. en

Amendment 278

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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-enterprises, *vulnerable SMEs* or vulnerable transport users and intend to:

Or. en

Amendment 279

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Josianne Cutajar, István Ujhelyi

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 *enterprises, including SMEs*, or vulnerable transport users and intend to:

Amendment 280

Tilly Metz

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 **structural** investments **with lasting impacts** in the estimated total costs of the Plans, provided they principally benefit households **or people facing energy poverty and mobility poverty** and intend to:

Or. en

Amendment 281

Marco Campomenosi

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 **SMEs** or vulnerable transport users and intend to:

Or. en

Amendment 282

João Pimenta Lopes

Proposal for a regulation

Article 6.º – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) support building renovations, especially for those occupying worst-performing buildings, including in the form of financial support or fiscal incentives such as deductibility of **renovation costs from the rent**, independently of the ownership of the buildings concerned;

(a) support building renovations, especially for those occupying worst-performing buildings, including in the form of financial support or fiscal incentives such as deductibility of **the associated costs**, independently of the ownership of the buildings concerned, **while ensuring measures are taken to regulate the property and rental market to prevent speculative price rises (particularly owing to tourist pressure) and evictions**;

Or. pt

Amendment 283

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

Proposal for a regulation

Article 6 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) support building renovations, especially for those occupying worst-performing buildings, including in the form of financial support or fiscal incentives such as deductibility of renovation costs from the rent, independently of the ownership of the buildings concerned;

(a) support building renovations, **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;

Or. en

Amendment 284

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 6 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) contribute to the decarbonisation,

(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;

including the electrification, **digitalisation** of heating and cooling of, and cooking in, buildings and the integration **and storage** of energy from renewable sources that contribute to the achievements of energy savings; **such as vouchers, subsidies or zero- and low-interest loans to invest in products and services to increase the energy performance of buildings or to integrate renewable energy sources in buildings;**

Or. en

Amendment 285

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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, of heating and cooling of, and cooking in, buildings and the integration of energy from renewable **and carbon neutral** sources that contribute to the achievements of energy savings;

Or. en

Amendment 286

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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, of heating and cooling **in** buildings, **and of cooking appliances, as well as** the integration of energy from renewable sources that contribute to the achievements of energy

savings;

Or. en

Amendment 287

Tilly Metz

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(b a) provide households and people with tailored advice and information about sustainable and affordable mobility alternatives, including via tailored mobility management services, tailored energy consultations or other types of personalised support aimed at addressing mobility poverty;

Or. en

Amendment 288

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 6 – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) support public and private entities in developing and providing affordable energy efficiency renovation solutions and appropriate funding instruments in line with the social goals of the Fund;

(c) support public and private entities, ***in particular public-private cooperation,*** in developing and providing affordable energy efficiency renovation solutions and appropriate funding instruments in line with the social goals of the Fund;

Or. en

Amendment 289

Marianne Vind

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(c a) provide targeted information, support, capacity building and training necessary to implement the energy efficiency renovation solutions and grant access to zero- and low-emission mobility and transport services;

Or. en

Amendment 290

Tilly Metz

Proposal for a regulation

Article 6 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) provide access to zero- and low-emission vehicles and bikes, including financial support or fiscal incentives for their purchase as well as for appropriate public and private infrastructure, including for recharging and refuelling; for support concerning low-emission vehicles, a timetable for gradually reducing the support shall be provided;

(d) provide investments aimed at accelerating the modal shift from private individual vehicles towards fostering sustainable multi-modal mobility solutions that serve the specific community best, including support for the creation and development of cycling routes and of integrated mobility services, and for the purchase of bicycles, as well as for the provision of digital applications and non-digital initiatives that connect users to facilitate shared mobility; in case Member States include measures to support access to zero-emission vehicles such as bicycles; in the case of electric cars, they shall demonstrate that the beneficiaries of such support cannot have access to other means of transport or mobility services and should promote shared use;

Or. en

Amendment 291

Ondřej Kovařík, Jan-Christoph Oetjen

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 **financial support or fiscal incentives to improve** access to zero- and low-emission vehicles and **bicycles**, including financial support **covering the purchase** or fiscal incentives for their purchase **or lease** as well as for appropriate public and private infrastructure, including for recharging and refuelling; **as well as for the development of a second-hand zero and low-emission vehicle market**; for support concerning low-emission vehicles, a timetable for gradually reducing the support shall be provided **for support concerning the purchase of low- and/or zero emission vehicles**.

Or. en

Amendment 292
Marco Campomenosi

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 access to low-emission vehicles, including financial support or fiscal incentives for appropriate public and private infrastructure, including for recharging and refuelling;

Or. en

Amendment 293
João Pimenta Lopes

Proposal for a regulation
Article 6.º – 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 access to zero- and low-emission vehicles and bikes, including financial support **encompassing help to buy** or fiscal incentives for their purchase as well as for appropriate public and private infrastructure, including **dedicated traffic lanes (such as cycle paths) and recharging and refuelling facilities.** for support concerning low-emission vehicles, a timetable for gradually reducing the support shall be provided;

Or. pt

Amendment 294
Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu

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 access to zero- and low-emission vehicles and **other means of transport,** , including financial support or fiscal incentives for their purchase as well as for appropriate public and private infrastructure, including **alternative fuels infrastructure networks;**

Or. en

Amendment 295
Leila Chaibi

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 access to zero- and low-emission vehicles and bikes, including financial support **towards the purchase cost** or fiscal incentives for their purchase **or lease** 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;

Or. en

Amendment 296

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, István Ujhelyi

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 **financial support or incentives to access, including for their purchase**, to zero- and low-emission vehicles and **bicycles**, as well as for appropriate public and private infrastructure, including for recharging and refuelling; for support concerning **zero - emission** vehicles, a timetable for gradually **incentivising its uptake** shall be provided;

Or. en

Amendment 297

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(d a) help operators develop and

strengthen the supply of quality public transport, in terms of timing, frequency, punctuality and service, in particular those serving areas in habited mainly by vulnerable households;

Or. en

Amendment 298

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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) *promote the use of affordable and accessible public transport and increase the quality and frequency of its services particularly in rural areas, granting* free access to public transport or adapted tariffs for access to public transport, fostering sustainable mobility on demand and shared mobility services *paying particular attention to those areas suffering from demographic and accessibility challenges such as depopulated areas, and incentivising clean urban transport fleet renewal and the deployment of the corresponding refuelling and recharging infrastructure;*

Or. en

Amendment 299

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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

Amendment

(e) grant access *and* adapted tariffs to public transport, as well as fostering sustainable *and carbon neutral* mobility

sustainable mobility on demand and shared mobility services;

on demand and shared mobility services;

Or. en

Amendment 300

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Sara Cerdas, Josianne Cutajar, Maria Grapini, István Ujhelyi

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 zero- and low-emission mobility and transport services and the uptake of attractive **and safe** active mobility options, for rural, insular, **outermost, peripheral, remote**, mountainous, **and sparsely populated regions as well** less developed regions or territories, including less developed peri-urban areas, **and regions and territories suffering from other demographic and accessibility challenges**.

Or. en

Amendment 301

Ondřej Kovařík, Jan-Christoph Oetjen

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 zero- and low-emission mobility and transport services and the uptake of attractive **and safe** active mobility options for rural, insular, **outermost regions**, mountainous, remote and less accessible areas or for less developed regions or territories, including less developed peri-

urban areas *including investments in attractive and safe active mobility infrastructure*;

Or. en

Amendment 302

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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 **carbon neutral** 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.

Or. en

Amendment 303

Tilly Metz

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, **accessible and inter-modal** mobility and **public** transport services and the uptake of attractive **and safe** 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;

Or. en

Amendment 304
Marco Campomenosi

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 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.

Or. en

Amendment 305
Tilly Metz

Proposal for a regulation
Article 6 – paragraph 2 – point f a (new)

Text proposed by the Commission

Amendment

(f a) support capacity building and training of people affected by mobility poverty in order to engage in peer-to-peer and community work initiatives aimed at combatting mobility poverty, such as car-sharing enabled either by digital applications that link users together, or, in case of digital divide, by non-digital initiatives set up at local level to connect mobility supply and demand.

Or. en

Amendment 306
Andor Deli

Proposal for a regulation
Article 6 – paragraph 2 – point f a (new)

Text proposed by the Commission

Amendment

(f a) ***(f a) support, in particular, the vulnerable households and vulnerable micro-enterprises by introducing measures related to natural gas-based boilers and heating systems, and related to distribution infrastructure.***

Or. en

Amendment 307

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, István Ujhelyi

Proposal for a regulation
Article 6 – paragraph 2 – point f a (new)

Text proposed by the Commission

Amendment

(f a) ***support training, upskilling and reskilling of the labour force for jobs in sectors related to the transition towards smart and sustainable mobility and to energy-efficient building renovation.***

Or. en

Amendment 308

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

Proposal for a regulation
Article 6 – paragraph 2 – point f b (new)

Text proposed by the Commission

Amendment

(f b) ***provide targeted information and awareness-raising support, capacity building and training necessary to implement the measures and investments listed in Article 6 paragraph 2 of this Regulation.***

Amendment 309

Tilly Metz

Proposal for a regulation

Article 6 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. By 31 July 2025 and every two years thereafter, the Commission shall evaluate the cost-effectiveness, social fairness and progressiveness of the measures, and investments and policy reforms implemented by the Member States as part of their Plans. The Commission shall report on best-practices and shall adjust both the overall and Member States specific guidance accordingly. The Commission shall also report on the extent to which Member States take the Commission’s best-practices and recommendations to improve into account.

Amendment 310

João Pimenta Lopes

Proposal for a regulation

Article 7.º

Text proposed by the Commission

Amendment

Article 7

deleted

Exclusions from the estimated total costs of Social Climate Plans

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:

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

(b) from public interventions in the price setting for the supply of gas in accordance with Article 3(3) of Directive 2009/73/EC;

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.

Or. pt

Amendment 311

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 7 – paragraph 1 – introductory part

Text proposed by the Commission

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:

Amendment

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 ***to the extent that these are additional and complementary to the support provided*** for households already benefiting:

Or. en

Amendment 312

Tilly Metz

Proposal for a regulation

Article 7 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

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:

1. The Fund shall not **replace** measures in the form of direct support pursuant to Article 3(2) of this Regulation for households already benefiting:

Or. en

Amendment 313

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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

Or. en

Amendment 314

Kosma Złotowski, Tomasz Piotr Poręba

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.**

deleted

Or. en

Amendment 315
Tilly Metz

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.*

deleted

Or. en

Amendment 316
Andor Deli

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 price increase resulting from the *increased climate ambition.*

Or. en

Justification

The proposal to establish an Emission Trading System for buildings and transport is unacceptable. Due to the wide variety of income levels among Member States, it is impossible

to find a just and proportionate price of emissions. Although the measure would put a disproportionate burden on citizens its impact on climate protection would be limited. However additional financial resources are needed for Member States to achieve the increased climate targets.

Amendment 317

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

Proposal for a regulation Article 7 – paragraph 2

Text proposed by the Commission

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.

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 **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.

Or. en

Amendment 318

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation Article 8 – title

Text proposed by the Commission

8 Pass-on of benefits to households, micro-enterprises and transport users

Amendment

8 Pass-on of benefits to households, micro-enterprises, **SMEs** and transport users

Or. en

Amendment 319 Tilly Metz

Proposal for a regulation
Article 8 – title

Text proposed by the Commission

Pass-on of benefits to households, *micro-enterprises and transport users*

Amendment

Pass-on of benefits to households *and people*

Or. en

Amendment 320

Gheorghe Falcă, Markus Pieper, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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

Or. en

Amendment 321

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Josianne Cutajar, István Ujhelyi

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

Amendment

Member States may include into the estimated total costs financial support provided to public or private entities other than vulnerable households, vulnerable

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

enterprises, including SMEs, and vulnerable transport uses, if those entities carry out measures and investments ultimately benefitting vulnerable households, vulnerable *enterprises, including SMEs*, and vulnerable transport users.

Or. en

Amendment 322

Tilly Metz

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

Amendment

Member States may include *in to* the estimated total costs financial support provided to public or private entities other than households *or people facing energy or mobility poverty*, if those entities carry out measures and investments *on their behalf and which* ultimately *direct benefit* households *or people facing energy or mobility poverty*.

Or. en

Amendment 323

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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-enterprises, *SMEs* and transport users.

Or. en

Amendment 324

Tilly Metz

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 ***and people***.

Or. en

Amendment 325

Kosma Złotowski, Tomasz Piotr Poręba

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 for the implementation of the Fund ***should correspond to the x% of the total quantity of allowances, and auctioned in accordance with the rules and modalities for auctions taking place on the Common Auction Platform set out in Commission Regulation (EU) No 1031/2010 (8)***.

Or. en

Justification

According to the EC proposal, while the proposed budget of the Fund is a fixed amount, the proposed source of financing - as % of the new ETS - is subject to volatile characteristics of the ETS market. Therefore, we might face the situation of a surplus or a deficit in the Fund financing. This approach would ensure a “dynamic” character of the Fund’s size and a continuity of the Fund after 2027 (after the end of the current financial perspective), independently of the decisions on the EU own resources and MFF’s revision. In this scenario, the amount available to MS should amount at x% of the EU ETS.

Amendment 326

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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

Or. en

Amendment 327

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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 for the implementation of the Fund for the period 2023-2027 shall be **at least** EUR 23 700 000 000 in current prices.

Or. en

Amendment 328

Ondřej Kovařík, Jan-Christoph Oetjen

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 for the implementation of the Fund for the period 2024-2027 shall be **at least** EUR 23 700 000 000 in current prices.

Or. en

Amendment 329

Tilly Metz

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 for the implementation of the Fund for the period 2025-2027 shall be **at least EUR 48 500 000 000** in current prices.

Or. en

Justification

Resources frontloaded to the current MFF, to be financed via reformed ETSI and other own resources.

Amendment 330

Leila Chaibi

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 for the implementation of the Fund for the period 2023-2027 shall be **at least EUR 48 500 000 000** in current prices.

Or. en

Amendment 331

Kosma Złotowski, Tomasz Piotr Poręba

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**

Amendment

deleted

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.

Or. en

Amendment 332

Leila Chaibi

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 for the implementation of the Fund for the period 2028-2032 shall be **at least EUR 270 625 000 000** in current prices.

Or. en

Amendment 333

Tilly Metz

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 for the implementation of the Fund for the period **as of 2028** shall be **determined during the negotiations of the next multiannual financial framework, but shall not be set at a level lower than EUR 48 500 000 000.**

Or. en

Amendment 334

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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 for the implementation of the Fund for the period 2028-~~2032~~ shall be *minimally* 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.

Or. en

Amendment 335

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

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 for the implementation of the Fund for the period 2028-2032 shall be *at least* 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.

Or. en

Amendment 336

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 9 – paragraph 2

Text proposed by the Commission

Amendment

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.

2. The financial envelope for the implementation of the Fund for the period 2028-2032 shall be **at least** 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.

Or. en

Amendment 337

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu

Proposal for a regulation

Article 9 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. The fund shall be financed from the EU general budget as the fund shall be fully budgeted by the contribution of Member states stemming from the revenues related to the extension of the ETS[A1] [A2] in accordance with the Chapter IV a of Directive 2003/87/EC^{39a};

^{39a} The revised ETS Directive 2003/87/EC obliges the Member states to send 25% of the ETS2 revenues to the general EU budget to the Other resources.

Or. en

Amendment 338

Leila Chaibi

Proposal for a regulation

Article 9 – paragraph 3

Text proposed by the Commission

Amendment

3. The **amounts** referred to in

3. The **amount** referred to in

paragraphs 1 and 2 may also cover expenses pertaining to preparatory, monitoring, control, audit and evaluation activities which are required for the management of the Fund and the achievement of its objectives, in particular studies, meetings of experts, consultation of stakeholders, information and communication actions, including inclusive outreach actions, and corporate communication of the political priorities of the Union, insofar as they are related to the objectives of this Regulation, expenses linked to IT networks focusing on information processing and exchange, corporate information technology tools, and all other technical and administrative assistance expenses incurred by the Commission for the management of the Fund. Expenses may also cover the costs of other supporting activities such as quality control and monitoring of projects on the ground and the costs of peer counselling and experts for the assessment and implementation of the eligible actions.

paragraph 1 and 2 of this article shall be made available for budgetary commitment under the Fund for the years 2023 to 2032, from the following sources:

- 25% of national revenues from the Directive 2003/87/EC;

- EU own resources as the financial transactions tax and the digital services tax

- Excess profits tax : an exceptional tax which shall apply to multinationals having sales revenues higher than EUR 750 millions and having made profits thanks to the Covid-19 crisis. This superprofit, corresponding to the profits made in 2020 that exceed those made in 2019, shall be taxed at 50%. All multinationals operating in the European Union shall be concerned, wherever they are European or not;

- Tax on large construction companies benefiting from the Renovation Wave: this should apply to companies with annual revenue of more than EUR 750 millions and with operations in more than one country that have seen substantially

*increased profits thanks to the implementation of the **Green Deal**. **The differential profit between 2022 and 2023 onwards shall be taxed at 50%.***

Or. en

Amendment 339
Tilly Metz

Proposal for a regulation
Article 9 – paragraph 3

Text proposed by the Commission

3. The amounts referred to in paragraphs 1 and 2 may also cover expenses pertaining to preparatory, monitoring, control, audit and evaluation activities which are required for the management of the Fund and the achievement of its objectives, in particular studies, meetings of experts, consultation of stakeholders, information and communication actions, including inclusive outreach actions, **and corporate communication of the political priorities of the Union, insofar** as they are related to the objectives of this Regulation, expenses linked to IT networks focusing on information processing and exchange, corporate information technology tools, and all other technical and administrative assistance expenses incurred by the Commission for the management of the Fund. Expenses may also cover the costs of other supporting activities such as quality control and monitoring of projects on the ground and the costs of peer counselling and experts for the assessment and implementation of the eligible actions.

Amendment

3. The amounts referred to in paragraphs 1 and 2 may also cover expenses pertaining to preparatory, monitoring, control, audit and evaluation activities which are required for the management of the Fund and the achievement of its objectives, in particular studies, meetings of experts, consultation of stakeholders, information and communication actions, including inclusive outreach actions, **in so far** as they are related to the objectives of this Regulation, expenses linked to IT networks focusing on information processing and exchange, corporate information technology tools, and all other technical and administrative assistance expenses incurred by the Commission for the management of the Fund. Expenses may also cover the costs of other supporting activities such as quality control and monitoring of projects on the ground and the costs of peer counselling and experts for the assessment and implementation of the eligible actions.

Or. en

Amendment 340
Josianne Cutajar

Proposal for a regulation
Article 9 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Where applicable, the financial envelope for the implementation of the Fund may be increased with additional contributions from the general budget of the Union.

Or. en

Amendment 341
Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu

Proposal for a regulation
Article 10 – title

Text proposed by the Commission

Amendment

10 Resources from shared management programmes and use of resources

10 Use of resources

Or. en

Amendment 342
Tilly Metz

Proposal for a regulation
Article 10 – paragraph 1

Text proposed by the Commission

Amendment

1. Resources allocated to Member States under shared management may, at their request, be transferred to the Fund subject to the conditions set out in the relevant provisions of Regulation (EU) 2021/1060. The Commission shall implement those resources directly in accordance with Article 62(1), first subparagraph, point (a) of Regulation (EU, Euratom) 2018/1046. Those

deleted

resources shall be used exclusively for the benefit of the Member State concerned.

Or. en

Amendment 343

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 10 – paragraph 1

Text proposed by the Commission

1. Resources allocated to Member States ***under shared management*** may, at their request, be transferred to the ***Fund*** subject to the conditions set out in the relevant provisions of Regulation (EU) 2021/1060. ***The Commission*** shall implement those resources directly in accordance with Article 62(1), first subparagraph, point ***(a)*** of Regulation (EU, Euratom) 2018/1046. Those resources shall be used exclusively for the benefit of the Member State concerned.

Amendment

1. Resources allocated to Member States ***from the Fund*** may, at their request, be transferred to the ***Programs under shared management***, subject to the conditions set out in the relevant provisions of Regulation (EU) 2021/1060. ***Member States*** shall implement those resources directly in accordance with Article 62(1), first subparagraph, point ***(b)*** of Regulation (EU, Euratom) 2018/1046. Those resources shall be used exclusively for the benefit of the Member State concerned.

Or. en

Amendment 344

Kosma Złotowski, Tomasz Piotr Poręba

Proposal for a regulation

Article 10 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. When requested by a Member State together with the submission of its Social Climate Plans, the Commission shall make a pre-financing payment of an amount of X% of the financial contribution. 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.

Amendment 345

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 10 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. If Member States opt for transfer of resources to shared management programs, the Fund shall be implemented in accordance with the relevant rules of Regulation(EU) 2021/1060.

Or. en

Amendment 346

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, István Ujhelyi

Proposal for a regulation

Article 10 – paragraph 3

Text proposed by the Commission

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.

deleted

Or. en

Amendment 347

Andor Deli

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.***

Or. en

Amendment 348

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

Proposal for a regulation Article 10 a (new)

Text proposed by the Commission

Amendment

Article 10 a

Technical assistance of Member States

1) At the initiative of the Member State, the Fund may support actions necessary for the effective administration and use of the Fund, as well as to provide financing to carry out, among others, functions such as preparation, training,

management, monitoring, evaluation, visibility and communication.

2) The Member State may propose to undertake additional technical assistance actions to reinforce the capacity and efficiency of public authorities and bodies, beneficiaries and relevant partners necessary for the effective administration and use of the Fund.

3) The amount of technical assistance will be established at 10% of the total amount of the Fund.

Or. en

Amendment 349
Andor Deli

Proposal for a regulation
Article 11 – paragraph 1

Text proposed by the Commission

The Fund shall be implemented by the Commission in *direct* management in accordance with the relevant rules adopted pursuant to Article 322 TFEU, in particular Regulation (EU, Euratom) 2018/1046 *and Regulation (EU, Euratom) 2020/2092 of the European Parliament and of the Council*⁵⁹.

⁵⁹ Regulation (EU, Euratom) 2020/2092 of the European Parliament and of the Council of 16 December 2020 on a general regime of conditionality for the protection of the Union budget (OJ L 433I, 22.12.2020, p. 1).

Amendment

The Fund shall be implemented by the Commission in *shared* management in accordance with the relevant rules adopted pursuant to Article 322 TFEU, in particular Regulation (EU, Euratom) 2018/1046.

Or. en

Amendment 350
João Pimenta Lopes

Proposal for a regulation
Article 11.º – paragraph 1

Text proposed by the Commission

The Fund shall be implemented by the Commission *in direct* management in accordance with the relevant rules adopted pursuant to Article 322 TFEU, in particular Regulation (EU, Euratom) 2018/1046 and Regulation (EU, Euratom) 2020/2092 of the European Parliament and of the Council⁵⁹.

Amendment

The Fund shall be implemented by the Commission *and the Member States in shared* management in accordance with the relevant rules adopted pursuant to Article 322 TFEU, in particular Regulation (EU, Euratom) 2018/1046 and Regulation (EU, Euratom) 2020/2092 of the European Parliament and of the Council ⁵⁹.

⁵⁹ Regulation (EU, Euratom) 2020/2092 of the European Parliament and of the Council of 16 December 2020 on a general regime of conditionality for the protection of the Union budget (OJ L 433I, 22.12.2020, p. 1).

Or. pt

Amendment 351
Ondřej Kovařík, Jan-Christoph Oetjen

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.

Or. en

Amendment 352
Ondřej Kovařík, Jan-Christoph Oetjen

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

Text proposed by the Commission

Amendment

1 a. 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.

Or. en

Amendment 353
João Pimenta Lopes

Proposal for a regulation
Article 12.º – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. National budgetary expenditure supplementing the support provided under the fund shall be excluded for the purposes of the criteria set out in Protocol 12 of the TFEU.

Or. pt

Amendment 354
Josianne Cutajar

Proposal for a regulation
Article 13 – title

Text proposed by the Commission

Amendment

Maximum financial allocation

Minimum and maximum financial

Amendment 355

Josianne Cutajar

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 356

Tilly Metz

Proposal for a regulation

Article 13 a (new)

Text proposed by the Commission

Amendment

Article 13 a

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.

Or. en

Justification

To ensure that the support can be effectively rolled out from the start of the Social Climate Fund, it should be possible for an amount of up to 13% of the financial contribution to be paid in the form of a pre-financing.

Amendment 357

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 13 a (new)

Text proposed by the Commission

Amendment

Article 13 a

Pre-financing

1. Subject to the adoption by the Commission of the implementing decision 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 the Financial Regulation, 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 of this Article, the financial contributions shall be adjusted proportionally.

Or. en

Amendment 358

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 14 – paragraph 1

Text proposed by the Commission

1. Member States shall **contribute at least to 50 percent** of the **total estimated costs of their Plans**.

Amendment

1. **The co-financing rate, applicable to the Member States shall not be higher than:**

(a) 85 % for less developed regions^{41a}, whose GDP per capita is less than 75 % of the average GDP per capita of the EU-27;

(b) 70 % for transition regions, whose GDP per capita is between 75 % and 100 % of the average GDP per capita of the EU-27;

(c) 50 % for more developed regions, whose GDP per capita is above 100 % of the average GDP per capita of the EU-27;

(d) The co-financing rates set out under point (a) shall also apply to the outermost regions.

^{41a} **Regions corresponding to level 2 of the common classification of territorial units for statistics ('NUTS level regions') established by Regulation (EC) No 1059/2003 as amended by Regulation (EU) 2016/2066.**

Or. en

Amendment 359

Ondřej Kovařík

Proposal for a regulation

Article 14 – paragraph 1

Text proposed by the Commission

1. Member States shall contribute at least to 50 percent of the total estimated

Amendment

1. Member States shall contribute at least to 50 percent of the total estimated

costs of their Plans.

costs of *the measures and investments referred to in Article 6(2)* in their Plans.

By way of derogation, the contribution of the Member States providing funding for measures or direct income support in a region with a GDP per capita at market prices below 75% of the Union average during the period 2016 to 2021 shall be limited to a maximum of 40 percent of the total estimated costs of the measures and investments referred to in Article 6(2) in their Plans.

Or. en

Amendment 360
Andor Deli

Proposal for a regulation
Article 14 – paragraph 1

Text proposed by the Commission

1. Member States *shall contribute at least to 50 percent of the total estimated costs of their Plans.*

Amendment

1. Member States' *contribution should be based on a thorough impact assessment taking into consideration their different starting points and income levels.*

Or. en

Amendment 361
Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, István Ujhelyi

Proposal for a regulation
Article 14 – paragraph 1

Text proposed by the Commission

1. Member States shall contribute *at least to 50* percent of the total estimated costs of their Plans.

Amendment

1. Member States shall contribute *to 25* percent of the total estimated costs of their Plans.

Or. en

Amendment 362

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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

Or. en

Amendment 363

Tilly Metz

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 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

(i) whether the Plan represents *an adequate and effective* response to the social impact on and challenges faced by households *and people facing energy poverty and mobility poverty* in the Member State, especially households in energy poverty, duly taking into account the challenges identified in the assessments of the Commission of the update of the concerned Member State's integrated national energy and climate plan and of its progress pursuant to Article 9(3), and Articles 13 and 29 of Regulation (EU) 2018/1999, as well as in the Commission recommendations to Member States issued pursuant to Article 34 of Regulation (EU) 2018/1999 in view of the *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

by 2050. This shall take into account the specific challenges and the financial allocation of the Member State concerned;

concerned;

Or. en

Amendment 364

Kosma Zlotowski, Tomasz Piotr Poręba

Proposal for a regulation

Article 15 – paragraph 2 – point a – point i

Text proposed by the Commission

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

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 *due to an ambitious EU climate policy*, especially households in energy poverty, duly taking into account the challenges identified in the assessments of the Commission of the update of the concerned Member State's integrated national energy and climate plan and of its progress pursuant to Article 9(3), and Articles 13 and 29 of Regulation (EU) 2018/1999, as well as in the Commission recommendations to Member States issued pursuant to Article 34 of Regulation (EU) 2018/1999 in view of the long-term objective of climate neutrality in the Union by 2050. This shall take into account the specific challenges and the financial allocation of the Member State concerned;

Or. en

Amendment 365

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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

Text proposed by the Commission

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

Amendment

(i) whether the Plan represents a response to the social impact on and challenges ***of the costs of the transition*** faced by vulnerable households, vulnerable ***enterprises, including SMEs***, and vulnerable transport users in the Member State concerned, especially households in energy poverty, duly taking into account the challenges identified in the assessments of the Commission of the update of the concerned Member State’s integrated national energy and climate plan and of its progress pursuant to Article 9(3), and Articles 13 and 29 of Regulation (EU) 2018/1999, as well as in the Commission recommendations to Member States issued pursuant to Article 34 of Regulation (EU) 2018/1999 in view of the long-term objective of climate neutrality in the Union by 2050. This shall take into account the specific challenges and the financial allocation of the Member State concerned;

Or. en

Amendment 366
Andor Deli

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

Text proposed by the Commission

(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***

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 the increased climate ambition***, especially households in

road transport established pursuant to Chapter IVa of Directive 2003/87/EC, especially households in energy poverty, duly taking into account the challenges identified in the assessments of the Commission of the update of the concerned Member State's integrated national energy and climate plan and of its progress pursuant to Article 9(3), and Articles 13 and 29 of Regulation (EU) 2018/1999, as well as in the Commission recommendations to Member States issued pursuant to Article 34 of Regulation (EU) 2018/1999 in view of the long-term objective of climate neutrality in the Union by 2050. This shall take into account the specific challenges and the financial allocation of the Member State concerned;

energy poverty, duly taking into account the challenges identified in the assessments of the Commission of the update of the concerned Member State's integrated national energy and climate plan and of its progress pursuant to Article 9(3), and Articles 13 and 29 of Regulation (EU) 2018/1999, as well as in the Commission recommendations to Member States issued pursuant to Article 34 of Regulation (EU) 2018/1999 in view of the long-term objective of climate neutrality in the Union by 2050. This shall take into account the specific challenges and the financial allocation of the Member State concerned;

Or. en

Justification

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

Amendment 367

Gheorghe Falcă, Markus Pieper, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 15 – paragraph 2 – point a – point i

Text proposed by the Commission

(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,

Amendment

(i) whether the Plan represents a response to the social impact on and challenges faced by vulnerable households, vulnerable micro-enterprises, ***vulnerable SMEs*** and vulnerable transport users in the Member State concerned from establishing the emission trading system for buildings and road transport established pursuant to Chapter IVa of Directive 2003/87/EC,

especially households in energy poverty, duly taking into account the challenges identified in the assessments of the Commission of the update of the concerned Member State's integrated national energy and climate plan and of its progress pursuant to Article 9(3), and Articles 13 and 29 of Regulation (EU) 2018/1999, as well as in the Commission recommendations to Member States issued pursuant to Article 34 of Regulation (EU) 2018/1999 in view of the long-term objective of climate neutrality in the Union by 2050. This shall take into account the specific challenges and the financial allocation of the Member State concerned;

especially households in energy **poverty and transport** poverty, duly taking into account the challenges identified in the assessments of the Commission of the update of the concerned Member State's integrated national energy and climate plan and of its progress pursuant to Article 9(3), and Articles 13 and 29 of Regulation (EU) 2018/1999, as well as in the Commission recommendations to Member States issued pursuant to Article 34 of Regulation (EU) 2018/1999 in view of the long-term objective of climate neutrality in the Union by 2050. This shall take into account the specific challenges and the financial allocation of the Member State concerned;

Or. en

Amendment 368
Andor Deli

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, 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.

Or. en

Amendment 369
Kosma Złotowski, Tomasz Piotr Poręba

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 2030 climate and energy objectives of the Union and the 2030 milestones of the Mobility Strategy.

Or. en

Amendment 370

Tilly Metz

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(iii a) whether the Plan has been prepared and developed through the meaningful and inclusive participation of all relevant stakeholders in compliance with Article 10 of Regulation (EU) 2018/1999 and Article 8 of Regulation (EU) 2021/1060;

Or. en

Amendment 371

Leila Chaibi

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(iii a) whether the plan has been developed through an adequate consultation process in accordance with the European code of conduct on partnership (Commission Delegated Regulation n°240/2014)

Amendment 372

Marianne Vind

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 participated in the development of the plans;

Or. en

Amendment 373

Marianne Vind

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 contained in the Plan are expected to address the gender dimension of energy poverty and transport poverty and ensure a gender-balanced impact, while contributing to the mainstreaming of gender equality, in line with the national gender equality strategy, the European Pillar of Social Rights and the UN SDGs; in case of measures providing direct household expenditure support to women, whether those measures account for an amount which represents at least 60 % of the total national allocation for direct expenditure support;

Or. en

Amendment 374

Tilly Metz

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 the measures and investments contained in the Plan are expected to address the gender dimension of energy poverty and mobility poverty and ensure a gender-balanced impact, while contributing to the mainstreaming of gender equality, in line with the national gender equality strategy, the European Pillar of Social Rights and the UN Sustainable Development Goals; in case of measures providing direct support to women, whether those measures account for an amount which represents at least 60 % of the total national allocation for direct support.

Or. en

Amendment 375

Marianne Vind

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(iii c) whether the measures and investment respect the European Pillar of Social Rights;

Or. en

Amendment 376

Tilly Metz

Proposal for a regulation

Article 15 – paragraph 2 – point b – point i

Text proposed by the Commission

(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;

Amendment

(i) whether the Plan is expected to have a lasting impact on the challenges addressed by that Plan and in particular on households **and people facing energy and mobility poverty**, in the Member State concerned;

Or. en

Amendment 377

Gheorghe Falcă, Markus Pieper, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

Proposal for a regulation

Article 15 – paragraph 2 – point b – point i

Text proposed by the Commission

(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;

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

Or. en

Amendment 378

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Josianne Cutajar, István Ujhelyi

Proposal for a regulation

Article 15 – paragraph 2 – point b – point i

Text proposed by the Commission

(i) whether the Plan is expected to have a lasting impact on the challenges

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;

addressed by that Plan and in particular on vulnerable households, vulnerable *enterprises, including SMEs* and vulnerable transport users, especially households in energy poverty, in the Member State concerned;

Or. en

Amendment 379

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, César Luena, Maria Grapini, István Ujhelyi

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(iii a) whether the consultation for the preparation of the Plan was conducted in accordance with Article 3, paragraph 3a (new).

Or. en

Amendment 380

Tilly Metz

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 included in the Plan deliver adequately on the potential synergies between climate, environment and social targets to meet the EU's 2030 and 2050 targets and commitments to achieve the UN sustainable development goals as well as the objectives of the European Pillar of Social Rights;

Or. en

Amendment 381

Tilly Metz

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 382

Tilly Metz

Proposal for a regulation

Article 17 – paragraph 1

Text proposed by the Commission

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 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.

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, 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.

Or. en

Amendment 383

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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.

Or. en

Amendment 384
Andor Deli

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 effects of the **increased climate ambition**, 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.

Or. en

Justification

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

Amendment 385

Kosma Złotowski, Tomasz Piotr Poręba

Proposal for a regulation

Article 17 – paragraph 5

Text proposed by the Commission

Amendment

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. *deleted*

Or. en

Amendment 386

Andor Deli

Proposal for a regulation

Article 17 – paragraph 5

Text proposed by the Commission

Amendment

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

5. By 15 March 2027 each Member State concerned shall assess the appropriateness of its Plans in view of the increased climate ambition. Those assessments shall be submitted to the Commission as part of the biennial progress reporting pursuant to Article 17

Commission as part of the biennial progress reporting pursuant to Article 17 of Regulation (EU) 2018/1999.

of Regulation (EU) 2018/1999.

Or. en

Amendment 387

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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 actual direct **costs** of the **transition**. Those assessments shall be submitted to the Commission as part of the biennial progress reporting pursuant to Article 17 of Regulation (EU) 2018/1999.

Or. en

Amendment 388

Tilly Metz

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

Amendment

5. By 15 March 2027 each Member State concerned shall assess the appropriateness of its Plans in view of the **objective to eradicate energy poverty and mobility poverty, 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

progress reporting pursuant to *Article 17* of Regulation (EU) 2018/1999.

Regulation (EU) 2018/1999.

Or. en

Amendment 389

Tilly Metz

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

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 **2024-2027**.

Or. en

Amendment 390

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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*

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**.

earliest one year before the year of the start of the auctions under Chapter IVa of Directive 2003/87/EC.

Or. en

Amendment 391

Ondřej Kovařík, Jan-Christoph Oetjen

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

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 **2024-2027**. 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.

Or. en

Amendment 392

Gheorghe Falcă, Markus Pieper, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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

2. The individual legal commitment covering the period 2028-**2034** 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 393
Gheorghe Falcă, Cláudia Monteiro de Aguiar

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

3. Budgetary commitments may be based on global commitments.

Amendment 394
João Pimenta Lopes

Proposal for a regulation
Article 19.º – paragraph 1

Text proposed by the Commission

1. Payments of financial allocations to the Member State concerned under this Article shall be made ***upon completion of the relevant agreed milestones and targets indicated in the Plan as approved in accordance with Article 16 and subject to available funding. Upon such completion, the Member State concerned shall submit to the Commission a duly justified request for payment of the financial allocation. Such requests for payment shall be submitted by the Member States to the Commission once or twice a year by 31 July.***

Amendment

1. Payments of financial allocations to the Member State concerned under this Article shall be made ***in advance of its statement of funding requirements.***

Amendment 395

Ondřej Kovařík, Jan-Christoph Oetjen

**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. ***Any decommitted amounts shall be proportionally allocated to other Member States.***

Or. en

Amendment 396

Ondřej Kovařík, Jan-Christoph Oetjen

**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

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

Instrument, the Recovery and Resilience Facility, and the Funds covered by Regulation (EU) 2021/1060. For that purpose, they shall:

Support Instrument, the Recovery and Resilience Facility, and the Funds covered by Regulation (EU) 2021/1060. For that purpose, they shall:

Or. en

Amendment 397
Tilly Metz

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 *and people* in energy poverty *and mobility poverty and changes compared to the last report using the definition proposed in their plan*;

Or. en

Amendment 398

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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 on the number of households in energy poverty *and transport poverty*;

Or. en

Amendment 399
Tilly Metz

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 **and people facing** energy poverty **and mobility poverty**;

Or. en

Amendment 400

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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 in energy poverty **and transport poverty**;

Or. en

Amendment 401

Tilly Metz

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 emission reduction achieved and the number of people benefitting from the measures by gender and age group**;

Or. en

Amendment 402

Tilly Metz

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);

Or. en

Amendment 403

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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;***

Or. en

Amendment 404

Andor Deli

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***

Amendment

(f) in 2027, an assessment of the Plan referred to in Article 17(5) in view of the actual direct effects of the

trading system for buildings and road transport established pursuant to Chapter IVa of Directive 2003/087/EC;

increased climate ambition;

Or. en

Justification

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

Amendment 405

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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.

Or. en

Amendment 406

Tilly Metz

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

Amendment

1. By **31 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.

the Regions with an evaluation report on the implementation and functioning of the Fund.

Or. en

Justification

A first evaluation should be conducted in 2026, in time for the negotiations of the next MFF.

Amendment 407

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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.

Or. en

Amendment 408

Ondřej Kovařík, Jan-Christoph Oetjen

Proposal for a regulation

Article 24 – paragraph 2

Text proposed by the Commission

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.

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 2024-2032.***

Or. en

Amendment 409

Gheorghe Falcă, Barbara Thaler, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar

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 **2035**, 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.

Or. en

Amendment 410

Tilly Metz

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 Council***⁶³. It shall also consider the continued relevance of the financial envelope of the Fund in relation to ***possible*** developments ***concerning the auctioning of allowances***

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 by Member States pursuant to ***Article 4a, the updated integrated national energy and climate plans submitted in accordance with Article 14 of Regulation (EU) 2018/1999 and progress towards the implementation of the objectives*** of the European ***Pillar of Social Rights***. It shall also consider the continued relevance of the financial envelope of the Fund in relation to ***those*** developments.

under the emission trading system for buildings and road transport pursuant to Chapter IVa of Directive 2003/87/EC and other relevant considerations.

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).*

Or. en

Amendment 411
Ondřej Kovařík, Jan-Christoph Oetjen

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*

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 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 *examines to what extent the financial envelope of the Fund remains relevant with regard to the possible evolution of the costs of the transition such as the auctioning of allowances within the*

buildings and road transport pursuant to Chapter IVa of Directive 2003/87/EC and other relevant considerations.

framework of the emissions trading system, in accordance with the Chapter IV of Directive 2003/87/EC, and other relevant considerations such as the evolution of the prices of energy and raw materials necessary for the ecological transition.

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).

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).

Or. en

Amendment 412

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

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

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 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***. It shall also consider the continued relevance of the financial envelope of the Fund in relation to possible

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.

developments concerning the ***costs of the transition*** and other relevant considerations.

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).

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).

Or. en

Amendment 413

Andor Deli

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

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 impact on greenhouse gas emissions from the emission trading system 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

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.

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.

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).

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).

Or. en

Justification

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

Amendment 414

Ondřej Kovařík, Jan-Christoph Oetjen

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.

Or. en

Amendment 415

Isabel García Muñoz, Petar Vitanov, Inma Rodríguez-Piñero, Maria Grapini, István Ujhelyi

Proposal for a regulation
Article 26 – paragraph 2

Text proposed by the Commission

Amendment

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.

deleted

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

Or. en

Amendment 416
Tilly Metz

Proposal for a regulation
Article 26 – paragraph 2

Text proposed by the Commission

Amendment

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.

It shall apply from 2024.

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

Or. en

Justification

The Fund should enter into force as from 2024 and should be fully decoupled from the ETS2 proposal, which should be scrapped in line with Union's commitment to ensure a socially just ecological transition.

Amendment 417

Ondřej Kovařík, Jan-Christoph Oetjen

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.

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

Amendment

It shall apply from ***no later than*** 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, ***and at the earliest on 1st January 2024.***

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

Or. en

Amendment 418

João Pimenta Lopes

Proposal for a regulation

Annex I

Text proposed by the Commission

[...]

Amendment

deleted

Or. pt

Justification

The Commission shall put forward a new methodology for calculating the maximum financial

allocation per Member State and a new proposal for the maximum financial allocation per Member State. The new proposal must not result in countries whose gross national income per capita (in PPS) is less than 90% of the EU-27 average receiving a percentage share of the total fund that is lower than their percentage share of the total population of the EU-27. It should be stressed that the current proposal does not safeguard this principle, notably for Portugal which is particularly disadvantaged.

Amendment 419
João Pimenta Lopes

Proposal for a regulation
Annex II

Text proposed by the Commission

Amendment

Maximum financial allocation per Member State under the Fund pursuant to Article 9 and Article 13 ***deleted***

The application of the methodology in Annex I to the amounts referred to in Article 9 (1) and (2) results in the following share and maximum financial allocation (MFA) per Member State.

Any amounts pertaining from Article 9(3) will be covered within the limits of the maximum financial allocation per Member State on a pro rata basis.

Maximum financial allocation per EU Member State

Or. pt

Justification

The Commission shall put forward a new methodology for calculating the maximum financial allocation per Member State and a new proposal for the maximum financial allocation per Member State. The new proposal must not result in countries whose gross national income per capita (in PPS) is less than 90% of the EU-27 average receiving a percentage share of the total fund that is lower than their percentage share of the total population of the EU-27. It should be stressed that the current proposal does not safeguard this principle, notably for Portugal which is particularly disadvantaged.