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AMENDMENTS

31 - 217

Draft report

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(PE732.816v02-00)

Energy performance of buildings (recast)

Proposal for a directive

(COM(2021)0802 – C9-0469/2021 – 2021/0426(COD))

Amendment 31
Gheorghe Falcă

Proposal for a directive
Recital 1

Text proposed by the Commission

(1) Directive 2010/31/EU of the European Parliament and of the Council²⁷ has been substantially amended several times²⁸. Since further amendments are to be made, that Directive should be recast in the interests of clarity.

²⁷ Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).

²⁸ See Annex VIIIIV, Part A.

Amendment

(1) Directive 2010/31/EU of the European Parliament and of the Council²⁷ has been substantially amended several times²⁸. Since ***its initial adoption*** further amendments are to be made, that Directive should be recast in the interests of clarity.

²⁷ Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).

²⁸ See Annex VIIIIV, Part A.

Or. en

Amendment 32
Gheorghe Falcă

Proposal for a directive
Recital 2

Text proposed by the Commission

(2) Under the Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC), its Parties have agreed to hold the increase in the global average temperature well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C above pre-industrial levels. Reaching the objectives of the Paris Agreement is at the core of the Commission Communication on “The European Green Deal” of 11 December 2019²⁹. The Union committed itself to reduce the Union’s ***economy-wide*** net

Amendment

(2) Under the Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC), its Parties have agreed to hold the increase in the global average temperature well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C above pre-industrial levels. Reaching the objectives of the Paris Agreement is at the core of the Commission Communication on “The European Green Deal” of 11 December 2019²⁹. The Union committed itself to reduce the Union’s ***wide*** net greenhouse

greenhouse gas emissions by at least 55 % by 2030 below 1990 levels in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020.

²⁹ The European Green Deal, COM(2019) 640 final.

gas emissions by at least 55 % by 2030 below 1990 levels in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020.

²⁹ The European Green Deal, COM(2019) 640 final.

Or. en

Amendment 33 **Gheorghe Falcă**

Proposal for a directive **Recital 6**

Text proposed by the Commission

(6) Buildings account for 40 % of final energy consumption in the Union and 36% of its energy-related greenhouse gas emissions . Therefore, reduction of energy consumption , in line with the energy efficiency first principle as laid down in Article 3 [revised EED] and defined in Article 2(18) of Regulation (EU) 2018/1999 of the European Parliament and of the Council³² and the use of energy from renewable sources in the buildings sector constitute important measures needed to reduce the Union’s greenhouse gas emissions. Reduced energy consumption and an increased use of energy from renewable sources also have an important part to play in reducing the Union’s energy dependency, promoting security of energy supply and technological developments and in creating opportunities for employment and regional development, in particular in islands and rural areas.

³² Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of

Amendment

(6) Buildings account for 40 % of final energy consumption in the Union and 36% of its energy-related greenhouse gas emissions . Therefore, reduction of energy consumption , in line with the energy efficiency first principle as laid down in Article 3 [revised EED] and defined in Article 2(18) of Regulation (EU) 2018/1999 of the European Parliament and of the Council³² and the use of energy from renewable **and low carbon** sources in the buildings sector constitute important measures needed to reduce the Union’s greenhouse gas emissions. Reduced energy consumption and an increased use of energy from renewable sources also have an important part to play in reducing the Union’s energy dependency, promoting security of energy supply and technological developments and in creating opportunities for employment and **jobs creation and** regional development, in particular in islands, **outermost regions** and rural areas.

³² 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).

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 34

Ondřej Kovařík, Nicola Danti

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) Measures to improve further the energy performance of buildings should take into account climatic conditions, including adaptation to climate change, local conditions as well as indoor climate environment and cost-effectiveness. Those measures should not affect other requirements concerning buildings such as accessibility, fire safety and seismic safety and the intended use of the building.

Amendment

(11) Measures to improve further the energy performance of buildings should take into account climatic conditions, including adaptation to climate change, local conditions as well as indoor climate environment and cost-effectiveness. Those measures should not affect other requirements concerning buildings such as accessibility, fire safety, **acoustic safety** and seismic safety and the intended use of the building.

Or. en

Amendment 35

Gheorghe Falcă

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) Measures to improve further the

Amendment

(11) Measures to improve further the

energy performance of buildings should take into account climatic conditions, including adaptation to climate change, local conditions as well as indoor climate environment and cost-effectiveness. Those measures should not affect other requirements concerning buildings such as accessibility , fire safety and seismic safety and the intended use of the building.

energy performance of buildings should take into account **different** climatic conditions, including adaptation to climate change, local conditions as well as indoor climate environment and cost-effectiveness. Those measures should not affect other requirements concerning buildings such as accessibility , fire safety and seismic safety and the intended use of the building.

Or. en

Amendment 36 **Gheorghe Falcă**

Proposal for a directive **Recital 12**

Text proposed by the Commission

(12) The energy performance of buildings should be calculated on the basis of a methodology, which may be differentiated at national **and** regional level. That includes, in addition to thermal characteristics, other factors that play an increasingly important role such as heating and air-conditioning installations, application of energy from renewable sources, building automation and control systems, smart solutions, passive heating and cooling elements, shading, indoor air-quality, adequate natural light and design of the building. The methodology for calculating energy performance should be based not only on the season in which heating or air-conditioning is required, but should cover the annual energy performance of a building. That methodology should take into account existing European standards. The methodology should ensure the representation of actual operating conditions and enable the use of metered energy to verify correctness and for comparability, and the methodology should be based on hourly or sub-hourly time-

Amendment

(12) The energy performance of buildings should be calculated on the basis of a methodology, which may be differentiated at national, regional **and local** level. That includes, in addition to thermal characteristics, other factors that play an increasingly important role such as heating and air-conditioning installations, application of energy from renewable **and low carbon** sources, building automation and control systems, smart solutions, passive heating and cooling elements, shading, indoor air-quality, adequate natural light and design of the building. The methodology for calculating energy performance should be based not only on the season in which heating or air-conditioning is required, but should cover the annual energy performance of a building. That methodology should take into account existing European standards. The methodology should ensure the representation of actual operating conditions and enable the use of metered energy to verify correctness and for comparability, and the methodology should be based on hourly or sub-hourly time-

steps. In order to encourage the use of renewable energy on-site, and in addition to the common general framework, Member States should take the necessary measures so that the benefits of maximising the use of renewable energy on-site, including for other-uses (such as electric vehicle charging points), are recognised and accounted for in the calculation methodology.

steps. In order to encourage the use of renewable energy on-site, and in addition to the common general framework, Member States should take the necessary measures so that the benefits of maximising the use of renewable energy on-site, including for other-uses (such as electric vehicle charging points), are recognised and accounted for in the calculation methodology.

Or. en

Amendment 37
Gheorghe Falcă

Proposal for a directive
Recital 19

Text proposed by the Commission

(19) The enhanced climate and energy ambition of the Union requires a new vision for buildings: the zero-emission building, the very low energy demand of which is fully covered by energy from renewable sources where technically feasible. All new buildings should be zero-emission buildings, and all existing buildings should be transformed into zero-emission buildings by 2050.

Amendment

(19) The enhanced climate and energy ambition of the Union requires a new vision for buildings: the zero-emission building, the very low energy demand of which is fully covered by energy from renewable sources where technically, ***geographically*** feasible ***and taking into consideration the different climate conditions***. All new buildings should be zero-emission buildings, and all existing buildings should be transformed into zero-emission buildings by 2050.

Or. en

Amendment 38
Ondřej Kovařík, Elsi Katainen

Proposal for a directive
Recital 19 a (new)

Text proposed by the Commission

Amendment

(19 a) The concept of ‘technical feasibility’ has not yet been defined in

Union legislation. With a view to achieving the long-term vision for buildings, parameters of technical feasibility should be defined.

Or. en

Amendment 39
Gheorghe Falcă

Proposal for a directive
Recital 20

Text proposed by the Commission

(20) Different options are available to cover the energy needs of an efficient building by energy from renewable sources: on-site renewables such as solar thermal, solar photovoltaics, heat pumps and biomass, renewable energy provided by renewable energy communities or citizen energy communities, and district heating and cooling based on renewables or waste heat.

Amendment

(20) Different options are available to cover the energy needs of an efficient building by energy from ***low carbon and*** renewable sources: on-site renewables such as solar ***thermal, geo*** thermal, solar photovoltaics, heat pumps and biomass, renewable energy provided by renewable energy communities or citizen energy communities, and district heating and cooling based on renewables or waste heat.

Or. en

Amendment 40
Elsi Katainen, Ondřej Kovařík

Proposal for a directive
Recital 20 a (new)

Text proposed by the Commission

Amendment

(20 a) Emphasises the importance of a market-driven transition in the electrification of transport and the need for this Directive to create a cost-effective framework that does not lead to unreasonable cost increases for citizens. Underlines that energy efficiency measures for buildings should take into account different national and local characteristics, such as sparsely populated

areas and already implemented improvements for energy efficiency in Member States.

Or. en

Amendment 41
Gheorghe Falcă

Proposal for a directive
Recital 23

Text proposed by the Commission

(23) Minimum energy performance standards set at Union level should focus on the renovation of the buildings with the highest potential in terms of decarbonisation, energy poverty alleviation and extended social and economic benefits, in particular on the very worst-performing buildings, which need to be renovated as a priority.

Amendment

(23) Minimum energy performance standards set at Union level should focus on the renovation of the buildings with the highest potential in terms of decarbonisation, energy **and transport** poverty alleviation and extended social and economic benefits, in particular on the very worst-performing buildings, which need to be renovated as a priority.

Or. en

Amendment 42
Gheorghe Falcă

Proposal for a directive
Recital 24

Text proposed by the Commission

(24) As regards the rest of the national building stock, Member States are free to decide whether they wish to introduce minimum energy performance standards, designed at national level and adapted to national conditions. When reviewing this Directive, the Commission should assess whether further binding minimum energy performance standards need to be introduced in order to achieve a decarbonised building stock by 2050.

Amendment

(24) As regards the rest of the national building stock, Member States are free to decide whether they wish to introduce minimum energy performance standards, designed at national level and adapted to national, **regional and local** conditions. When reviewing this Directive, the Commission should assess whether further binding minimum energy performance standards need to be introduced in order to achieve a decarbonised building stock by 2050.

Amendment 43
João Pimenta Lopes

Proposal for a directive
Recital 30

Text proposed by the Commission

(30) The national building renovation plans should ***be based on a harmonised template in order to ensure*** comparability of plans. ***In order to ensure the required ambition***, the Commission ***should*** assess the draft plans and issue recommendations to Member States.

Amendment

(30) The national building renovation plans should ***allow*** comparability of plans. The Commission ***may*** assess the draft plans and issue recommendations to Member States ***in this regard***.

Or. pt

Amendment 44
João Pimenta Lopes

Proposal for a directive
Recital 31 a (new)

Text proposed by the Commission

(31a) Improving the energy performance of buildings is an important step in decarbonising societies and reducing energy waste, and is relevant for improving the thermal comfort of buildings. The measures required to improve this performance could, however, bring benefits beyond their direct effect on buildings and contribute towards urban regeneration, create jobs, or help change mobility and accessibility patterns.

Or. pt

Amendment 45
Gheorghe Falcă

**Proposal for a directive
Recital 33 a (new)**

Text proposed by the Commission

Amendment

(33 a) The definition should also consider the climate zone factor when establishing minimum thresholds for primary energy use and renewable and low carbon energy sources, alongside existing approaches at the national level. In the longer term, CO₂ emissions from building materials should also be included.

Or. en

**Amendment 46
Gheorghe Falcă**

**Proposal for a directive
Recital 33 b (new)**

Text proposed by the Commission

Amendment

(33 b) A deep renovations standard, if accompanied by adequate support and information, including technical assistance and training, can be a way to achieve higher emissions reduction, but it needs to offer flexibility to consider local circumstances. Local policymakers play an enabling role in designing the energy renovation market through local regulations, driving phase-out of inefficient heating and cooling systems, managing public procurement processes, and developing public-private partnerships. Renovations must be done to a high standard to effectively reduce emissions and avoid performance gaps that can make the targets harder to reach in the medium term.

Or. en

Amendment 47
Ondřej Kovařík, Nicola Danti

Proposal for a directive
Recital 35

Text proposed by the Commission

(35) Member States should support energy performance upgrades of existing buildings that contribute to achieving a healthy indoor environment, including through the removal of asbestos and other harmful substances, preventing the illegal removal of harmful substances, and facilitating compliance with existing legislative acts such as Directives 2009/148/EU³⁷ and (EU) 2016/2284³⁸ of the European Parliament and of the Council.

³⁷ Directive 2009/148/EC of the European Parliament and of the Council of 30 November 2009 on the protection of workers from the risks related to exposure to asbestos at work (OJ L 330, 16.12.2009, p. 28).

³⁸ Directive (EU) 2016/2284 of the European Parliament and of the Council of 14 December 2016 on the reduction of national emissions of certain atmospheric pollutants, amending Directive 2003/35/EC and repealing Directive 2001/81/EC (OJ L 344, 17.12.2016, p. 1).

Amendment

(35) Member States should support energy performance upgrades of existing buildings that contribute to achieving a healthy indoor environment, including through the removal of asbestos, ***following acoustic safety*** and other harmful substances, preventing the illegal removal of harmful substances, and facilitating compliance with existing legislative acts such as Directives 2009/148/EU³⁷ and (EU) 2016/2284³⁸ of the European Parliament and of the Council.

³⁷ Directive 2009/148/EC of the European Parliament and of the Council of 30 November 2009 on the protection of workers from the risks related to exposure to asbestos at work (OJ L 330, 16.12.2009, p. 28).

³⁸ Directive (EU) 2016/2284 of the European Parliament and of the Council of 14 December 2016 on the reduction of national emissions of certain atmospheric pollutants, amending Directive 2003/35/EC and repealing Directive 2001/81/EC (OJ L 344, 17.12.2016, p. 1).

Or. en

Amendment 48
Ciarán Cuffe

Proposal for a directive
Recital 35 a (new)

Text proposed by the Commission

Amendment

(35 a) The renovation of existing buildings and design of new buildings can

play an important role in encouraging the uptake of the most energy efficient and environmentally friendly modes of transport. Measures in this regard can incentivise both active mobility, such as walking and cycling, and the use of electric vehicles such as cars, vans, bikes and motorcycles by providing adequate parking and storage space and charging infrastructure.

Or. en

Amendment 49
Ciarán Cuffe

Proposal for a directive
Recital 35 b (new)

Text proposed by the Commission

Amendment

(35 b) Walking, cycling and other non-motorised modes of transport offer the most energy efficient and environmentally friendly way to reduce emissions within the transport sector. It is also clear that such modes of transport need to be prioritised as a means to help shift away from private car usage and in turn help to achieve Europe's climate goals. Active mobility can also help consumers and businesses to save on transport costs, something that is often exacerbated by spikes in energy prices. However, buildings can be barriers to such modes of transport by way of inadequate provisions for storage space or safety requirements, for instance when facilities in buildings, including both residential and non-residential do not allow, or do not encourage the storing or parking of pushchairs, prams or bikes. Existing buildings that are renovated or new buildings in design should incorporate minimum requirements to ensure that active mobility is fully incentivised.

Or. en

Amendment 50
Ciarán Cuffe

Proposal for a directive
Recital 36

Text proposed by the Commission

(36) Electric vehicles are expected to play a crucial role in the decarbonisation and efficiency of the electricity system, namely through the provision of flexibility, balancing and storage services, especially through aggregation. This potential of electric vehicles to integrate with the electricity system and contribute to system efficiency and further absorption of renewable electricity should be fully exploited. Charging in relation to buildings is particularly important, since this is where electric vehicles park regularly and for long periods of time. Slow charging is economical and the installation of recharging points in private spaces can provide energy storage to the related building and integration of smart charging services and system integration services in general.

Amendment

(36) Electric vehicles are expected to play a crucial role in the decarbonisation and efficiency of the electricity system, namely through the provision of flexibility, balancing and storage services, especially through aggregation. This potential of electric vehicles to integrate with the electricity system and contribute to system efficiency and further absorption of renewable electricity should be fully exploited. Charging in relation to buildings is particularly important, since this is where electric vehicles park regularly and for long periods of time. Slow charging is economical and the installation of recharging points in private spaces can provide energy storage to the related building and integration of smart charging services and system integration services in general. ***Electric vehicles are expected to play a crucial role in the decarbonisation and efficiency of the electricity system, namely through the provision of flexibility, balancing and storage services, especially through aggregation. This potential of electric vehicles to integrate with the electricity system and contribute to system efficiency and further absorption of renewable electricity should be fully exploited. Charging in relation to buildings is particularly important, since this is where electric vehicles park regularly and for long periods of time. Slow, smart and bi-directional charging is economical and the installation of recharging points in private spaces can provide energy storage to the related building and integration of smart and bi-directional charging services and system integration services in general. Especially***

during peak hours, electric vehicles enabled for bi-directional charging add on the capacity of buildings and the electricity system to balance power supply and demand at lower cost and empower users to actively providing such services against adequate remuneration.

Or. en

Amendment 51

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Recital 36

Text proposed by the Commission

(36) Electric vehicles are expected to play a crucial role in the decarbonisation and efficiency of the electricity system, namely through the provision of flexibility, balancing and storage services, especially through aggregation. This potential of electric vehicles to integrate with the electricity system and contribute to system efficiency and further absorption of renewable electricity should be fully exploited. Charging in relation to buildings is particularly important, since this is where electric vehicles park regularly and for long periods of time. Slow charging is economical and the installation of recharging points in private spaces can provide energy storage to the related building and integration of smart charging services and system integration services in general.

Amendment

(36) Electric vehicles are expected to play a crucial role in the decarbonisation and efficiency of the electricity system, namely through the provision of flexibility, balancing and storage services, especially through aggregation. This potential of electric vehicles to integrate with the electricity system and contribute to system efficiency and further absorption of renewable electricity should be fully exploited. Charging in relation to buildings is particularly important, since this is where electric vehicles park regularly and for long periods of time. Slow charging is economical and the installation of recharging points in private spaces can provide energy storage to the related building and integration of smart charging services and system integration services in general. ***However, especially in the urban areas with multi family residential buildings it is important to provide access to ecologically friendly public transport especially railway and bicycles.***

Or. en

Amendment 52

Gheorghe Falcă

Proposal for a directive

Recital 36

Text proposed by the Commission

(36) Electric vehicles are expected to play a crucial role in the decarbonisation and efficiency of the electricity system, namely through the provision of flexibility, balancing and storage services, especially through aggregation. This potential of electric vehicles to integrate with the electricity system and contribute to system efficiency and further absorption of renewable electricity should be fully exploited. Charging in relation to buildings is particularly important, since this is where electric vehicles park regularly and for long periods of time. Slow charging is economical and the installation of recharging points in private spaces can provide energy storage to the related building and integration of smart charging services and system integration services in general.

Amendment

(36) Electric vehicles are expected to play a crucial role in the decarbonisation and efficiency of the electricity system, namely through the provision of flexibility, balancing and storage services, especially through aggregation. This potential of electric vehicles to integrate with the electricity system and contribute to system efficiency and further absorption of renewable **and low carbon** electricity should be fully exploited. Charging in relation to buildings is particularly important, since this is where electric vehicles park regularly and for long periods of time. Slow charging is economical and the installation of recharging points in private spaces can provide energy storage to the related building and integration of smart charging services and system integration services in general.

Or. en

Amendment 53

Ondřej Kovařík, Nicola Danti

Proposal for a directive

Recital 37

Text proposed by the Commission

(37) Combined with an increased share of renewable electricity production, electric vehicles produce fewer greenhouse gas emissions. Electric vehicles constitute an important component of a clean energy transition based on energy efficiency measures, alternative fuels, renewable energy and innovative solutions for the management of energy flexibility. Building

Amendment

(37) Combined with an increased share of renewable electricity production, electric vehicles produce fewer greenhouse gas emissions. Electric vehicles constitute an important component of a clean energy transition based on energy efficiency measures, alternative fuels, renewable energy and innovative solutions for the management of energy flexibility. Building

codes can be effectively used to introduce targeted requirements to support the deployment of recharging infrastructure in car parks of residential and non-residential buildings. Member States should remove barriers such as split incentives and administrative complications which individual owners encounter when trying to install a recharging point on their parking space.

codes can be effectively used to introduce targeted requirements to support the deployment of recharging infrastructure in car parks of residential and non-residential buildings **as well as in truck depots and logistic hubs**. Member States should remove barriers such as split incentives and administrative complications which individual owners encounter when trying to install a recharging point on their parking space.

Or. en

Amendment 54 **Ciarán Cuffe**

Proposal for a directive **Recital 37**

Text proposed by the Commission

(37) Combined with an increased share of renewable electricity production, electric vehicles produce fewer greenhouse gas emissions. Electric vehicles constitute an important component of a clean energy transition based on energy efficiency measures, alternative fuels, renewable energy and innovative solutions for the management of energy flexibility. Building codes can be effectively used to introduce targeted requirements to support the deployment of recharging infrastructure in car parks of residential and non-residential buildings. Member States should remove barriers such as split incentives and administrative complications which individual owners encounter when trying to install a recharging point on their parking space.

Amendment

(37) Combined with an increased share of renewable electricity production, electric vehicles produce fewer greenhouse gas emissions. Electric vehicles constitute an important component of a clean energy transition based on energy efficiency measures, alternative fuels, renewable energy and innovative solutions for the management of energy flexibility. Building codes can be effectively used to introduce targeted requirements to support the deployment of recharging infrastructure in car parks of residential and non-residential buildings. Member States should remove barriers such as **grid connection and capacity bottlenecks**, split incentives and administrative complications which individual owners encounter when trying to install a recharging point on their parking space.

Or. en

Amendment 55

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Recital 37

Text proposed by the Commission

(37) Combined with an increased share of renewable electricity production, electric vehicles produce fewer greenhouse gas emissions. Electric vehicles constitute an important component of a clean energy transition based on energy efficiency measures, alternative fuels, renewable energy and innovative solutions for the management of energy flexibility. **Building codes can be effectively used to introduce targeted requirements to support the deployment of recharging infrastructure in car parks of residential and non-residential buildings. Member States should remove barriers such as split incentives and administrative complications which individual owners encounter when trying to install a recharging point on their parking space.**

Amendment

(37) Combined with an increased share of renewable electricity production, electric vehicles produce fewer greenhouse gas emissions. Electric vehicles constitute an important component of a clean energy transition based on energy efficiency measures, alternative fuels, renewable energy and innovative solutions for the management of energy flexibility. **However, in some Member States the disproportion between currently used fuel engine cars and electric cars is enormous, therefore especially in these countries deployment of recharging infrastructure in car parks of residential and non-residential buildings should be developed but in pace economically rationale.**

Or. en

Amendment 56

Gheorghe Falcă

Proposal for a directive

Recital 37

Text proposed by the Commission

(37) Combined with an increased share of renewable electricity production, electric vehicles produce fewer greenhouse gas emissions. Electric vehicles constitute an important component of a clean energy transition based on energy efficiency measures, alternative fuels, renewable energy and innovative solutions for the management of energy flexibility. Building codes can be effectively used to introduce targeted requirements to support the

Amendment

(37) Combined with an increased share of renewable **and low carbon** electricity production, electric vehicles produce fewer greenhouse gas emissions. Electric vehicles constitute an important component of a clean energy transition based on energy efficiency measures, alternative fuels, renewable energy and innovative solutions for the management of energy flexibility. Building codes can be effectively used to introduce targeted requirements to support

deployment of recharging infrastructure in car parks of residential and non-residential buildings. Member States should remove barriers such as split incentives and administrative complications which individual owners encounter when trying to install a recharging point on their parking space.

the deployment of recharging infrastructure in car parks of residential and non-residential buildings. Member States should remove barriers such as split incentives and administrative complications which individual owners encounter when trying to install a recharging point on their parking space.

Or. en

Amendment 57
Ciarán Cuffe

Proposal for a directive
Recital 37 a (new)

Text proposed by the Commission

Amendment

(37 a) Member States should ensure adequate and safe storage space for both electric and non-motorized modes of transport for persons with disabilities, reduced mobility and care providers. In particular, storage space for mobility devices in renovated and new buildings should cater for wheelchairs and pushchairs and ensure the highest safety standards including the provision of areas segregated from motorised vehicles.

Or. en

Amendment 58
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Recital 38

Text proposed by the Commission

Amendment

(38) Pre-cabling provides the right conditions for the rapid deployment of recharging points if and where they are needed. Readily available infrastructure will decrease the costs of installation of

(38) Pre-cabling in new and renovated building should be done only when justified in long economic perspective. Establishing requirements for electromobility at Union level concerning

recharging points for individual owners and ensure that electric vehicle users have access to recharging points. Establishing requirements for electromobility at Union level concerning the pre-equipping of parking spaces and the installation of recharging points is an effective way to promote electric vehicles in the near future ***while enabling further development at a reduced cost in the medium to long term.*** Where technically feasible, Member States should ensure the accessibility of recharging points for persons with disabilities.

the pre-equipping of parking spaces and the installation of recharging points is an effective way to promote electric vehicles in the near future, ***however, especially in the Member States and regions where electromobility is less developed this will be very costly, and economically unreasonable. Therefore, specific exemptions and flexibility should be put in place to allow Member States with less developed electromobility market to achieve targets.*** Where technically feasible, Member States should ensure the accessibility of recharging points for persons with disabilities.

Or. en

Amendment 59 **Ciarán Cuffe**

Proposal for a directive **Recital 39**

Text proposed by the Commission

(39) Smart charging and bidirectional charging enable the energy system integration of buildings. Recharging points where electric vehicles typically park for extended periods of time, such as where people park for reasons of residence or employment, are highly relevant to energy system integration, therefore smart charging functionalities need to be ensured. ***In situations where*** bidirectional charging ***would assist*** further penetration of renewable electricity by electric vehicle fleets in transport and the electricity system in general, such functionality should also be made available.

Amendment

(39) Smart charging and bidirectional charging enable the energy system integration of buildings. Recharging points where electric vehicles typically park for extended periods of time, such as where people park for reasons of residence or employment, are highly relevant to energy system integration, therefore smart charging functionalities need to be ensured. ***As*** bidirectional charging ***assists*** further penetration of renewable electricity by electric vehicle fleets in transport and the electricity system in general ***and is instrumental to peak shaving, thus lowering the need for power supply at peak hours and hence overall system costs***, such functionality should also be made available, ***not least as it empowers owners of electric vehicles to play an active part in the energy system against adequate remuneration, in line with their right to generate, share, store or sell self***

produced energy.

Or. en

Amendment 60
Ciarán Cuffe

Proposal for a directive
Recital 39 a (new)

Text proposed by the Commission

Amendment

(39 a) Non-residential buildings, where parking is accessible to the general public and typically used by the general public, such as supermarkets or public parking lots, present a significant opportunity to ensure to deploy charging infrastructure for users of electric vehicles. Member States shall ensure that public parking facilities in such non-residential buildings equip at parking spaces with publicly accessible recharging points and in accordance with Regulation (EU) .../...[AFIR].

Or. en

Amendment 61
Ciarán Cuffe

Proposal for a directive
Recital 40

Text proposed by the Commission

Amendment

(40) Promoting green mobility is a key part of the European Green Deal and buildings can play an important role in providing the necessary infrastructure, not only for recharging of electric vehicles but also for bicycles. A shift to **soft** mobility such as cycling can significantly reduce greenhouse gas emissions from transport. As set out in the 2030 Climate Target Plan, increasing the modal shares of clean and

(40) Promoting green mobility is a key part of the European Green Deal and buildings can play an important role in providing the necessary infrastructure, not only for recharging of electric vehicles but also for bicycles. A shift to **active** mobility such as cycling can significantly reduce greenhouse gas emissions from transport. ***With the increase in the sales of electric bicycles and electric cargo bikes across***

efficient private and public transport, such as cycling, will drastically lower pollution from transport and bring major benefits to individual citizens and communities. The lack of bike parking spaces is a major barrier to the uptake of cycling, both in residential and non-residential buildings. Building codes can effectively support the transition to cleaner mobility by establishing requirements for a minimum number of bicycle parking spaces.

the European Union over recent years, basic charging infrastructure for these vehicles should also be provided to facilitate their regular use. As set out in the 2030 Climate Target Plan, increasing the modal shares of clean and efficient private and public transport, such as cycling, will drastically lower pollution from transport and bring major benefits to individual citizens and communities. The lack of bike parking spaces is a major barrier to the uptake of cycling, both in residential and non-residential buildings. *Union requirements and national building codes can effectively support the transition to cleaner mobility by establishing requirements for a minimum number of bicycle parking spaces, and building bicycle parking spaces and related infrastructure in areas where bicycles are typically less used as a means of transport can lead to an increase in their use as a form of mobility. The requirement to provide bicycle parking spaces should not be dependent on, or necessarily be linked to, the availability and supply of car parking spaces, which may in certain circumstances be unavailable or not required. Building codes should also replace ‘minimum’ car parking requirements with ‘maximum’ car parking requirements, particularly in those areas that are already well served by public transport and active mobility options. Member States should support local authorities in developing and implementing sustainable urban mobility plans with a particular focus on the integration of housing policies with sustainable mobility and urban planning, thereby ensuring and prioritising accessibility of all new major urban developments by active mobility and public transport.*

Or. en

Amendment 62

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Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Recital 40

Text proposed by the Commission

(40) Promoting green mobility is a key part of the European Green Deal and buildings can play an important role in providing the necessary infrastructure, not only for recharging of electric vehicles but also for bicycles. A shift to soft mobility such as cycling can significantly reduce greenhouse gas emissions from transport. As set out in the 2030 Climate Target Plan, increasing the modal shares of clean and efficient private and public transport, such as cycling, will drastically lower pollution from transport and bring major benefits to individual citizens and communities. The lack of bike parking spaces is a major barrier to the uptake of cycling, both in residential and non-residential buildings. Building codes can effectively support the transition to cleaner mobility by establishing requirements for a minimum number of bicycle parking spaces.

Amendment

(40) Promoting green mobility is a key part of the European Green Deal and buildings can play an important role in providing the necessary infrastructure, not only for recharging of electric vehicles but also for bicycles, ***when justified by the real needs***. A shift to soft mobility such as cycling ***and more effective public transport including better developed railway connections*** can significantly reduce greenhouse gas emissions from transport. As set out in the 2030 Climate Target Plan, increasing the modal shares of clean and efficient private and public transport, such as cycling, will drastically lower pollution from transport and bring major benefits to individual citizens and communities. The lack of bike parking spaces is a major barrier to the uptake of cycling, both in residential and non-residential buildings. Building codes can effectively support the transition to cleaner mobility by establishing requirements for a minimum number of bicycle parking spaces. ***However, it is definitely necessary to adjust the potential number of parking spaces to the actual needs (e.g. in the case of a large shopping center located on the outskirts of an urban center, equipped with several thousand car parking spaces, the construction and subsequent use of several thousand bicycle parking spaces are questionable).***

Or. en

Amendment 63

Gheorghe Falcă

Proposal for a directive

Recital 40

Text proposed by the Commission

(40) Promoting green mobility is a key part of the European Green Deal and buildings can play an important role in providing the necessary infrastructure, not only for recharging of electric vehicles but also for bicycles. A shift to soft mobility such as cycling can significantly reduce greenhouse gas emissions from transport. As set out in the 2030 Climate Target Plan, increasing the modal shares of clean and efficient private and public transport, such as cycling, will drastically lower pollution from transport and bring major benefits to individual citizens and communities. The lack of bike parking spaces **is a major** barrier to the uptake of cycling, both in residential and non-residential buildings. Building codes can effectively support the transition to cleaner mobility by establishing requirements for a minimum number of bicycle parking spaces.

Amendment

(40) Promoting green mobility is a key part of the European Green Deal and buildings can play an important role in providing the necessary infrastructure, not only for recharging of electric vehicles but also for bicycles. A shift to soft mobility such as cycling can significantly reduce greenhouse gas emissions from transport. As set out in the 2030 Climate Target Plan, increasing the modal shares of clean and efficient private and public transport, such as cycling, will drastically lower pollution from transport and bring major benefits to individual citizens and communities. The lack of bike parking spaces **might be a** barrier to the uptake of cycling, both in residential and non-residential buildings. Building codes can effectively support the transition to cleaner mobility by establishing requirements for a minimum number of bicycle parking spaces.

Or. en

Amendment 64
Gheorghe Falcă

Proposal for a directive
Recital 42

Text proposed by the Commission

(42) In order to facilitate a competitive and innovative market for smart building services that contributes to efficient energy use and integration of renewable energy in buildings and support investments in renovation, Member States should ensure direct access to building systems' data by interested parties. To avoid excessive administrative costs for third parties, Member States shall facilitate the full interoperability of services and of the data exchange within the Union.

Amendment

(42) In order to facilitate a competitive and innovative market for smart building services that contributes to efficient energy use and integration of renewable **and low carbon** energy in buildings and support investments in renovation, Member States should ensure direct access to building systems' data by interested parties. To avoid excessive administrative costs for third parties, Member States shall facilitate the full interoperability of services and of the data exchange within the Union.

Amendment 65
João Pimenta Lopes

Proposal for a directive
Recital 45

Text proposed by the Commission

(45) Union financial instruments should be used to give practical effect to the objectives of this Directive, **without however substituting** national measures. In particular, due to the scale of the renovation effort needed, they should be used for providing appropriate and innovative means of financing to catalyse investment in energy performance of buildings . They could play an important role in the development of national, regional and local energy efficiency funds, instruments, or mechanisms, which deliver **such** financing possibilities to private property owners, to small and medium-sized enterprises **and** to energy efficiency service companies.

Amendment

(45) Union financial instruments should be used to give practical effect to the objectives of this Directive, **and help boost and supplement** national measures. In particular, due to the scale of the renovation effort needed, they should be used for providing appropriate and innovative means of financing to catalyse investment in energy performance of buildings. They could play an important role in the development of national, regional and local energy efficiency funds, instruments, or mechanisms, which deliver financing possibilities to **the public sector, to** private property owners, to small and medium-sized enterprises **or** to energy efficiency service companies.

Or. pt

Amendment 66
Gheorghe Falcă

Proposal for a directive
Recital 47 a (new)

Text proposed by the Commission

Amendment

(47 a) Increased technical assistance is necessary to set up and develop one-stop-shops and mobilise the right expertise. Access to trusted advice and information increases confidence and eases the process to improve energy efficiency in existing buildings, especially for private citizens. Locally operated one stop shops

play a key role in ensuring coordination of supply and demand. They can help building owners and managers and help integrate individual projects into the broader strategy of the cities. They can also help prioritise worst performance buildings by establishing timelines and providing targeted support to different portions of the building stock based on construction years. One-stop-shops are also important to encourage citizens to start renovation projects through advice, research options, look for contractors, navigate through tenders and quotations, and provide support during the renovations.

Or. en

Amendment 67
João Pimenta Lopes

Proposal for a directive
Recital 48

Text proposed by the Commission

(48) Inefficient buildings are often linked to energy poverty and social problems. Vulnerable households are particularly exposed to increasing energy prices as they spend a larger proportion of their budget on energy products. By reducing excessive energy bills, building renovation can lift people out of energy poverty and also prevent it. At the same time, building renovation does not come for free, and it is essential to ensure that the social impact of the costs for building renovation, notably on vulnerable households, is kept in check. The renovation wave should leave no one behind and be seized as an opportunity to improve the situation of vulnerable households, and a fair transition towards climate neutrality should be ensured. Therefore, financial incentives and other policy measures should as a priority target

Amendment

(48) Inefficient buildings are often linked to energy poverty and social problems. Vulnerable households are particularly exposed to increasing energy prices as they spend a larger proportion of their budget on energy products. By reducing excessive energy bills, building renovation can lift people out of energy poverty and also prevent it. At the same time, building renovation does not come for free, and it is essential to ensure that the social impact of the costs for building renovation, notably on vulnerable households, is kept in check. The renovation wave should leave no one behind and be seized as an opportunity to improve the situation of vulnerable households, and a fair transition towards climate neutrality should be ensured. Therefore, financial incentives and other policy measures should as a priority target

vulnerable households, people affected by energy poverty and people living in social housing, and Member States should take measures to prevent **evictions because of renovation**. The Commission proposal for a Council Recommendation on ensuring a fair transition towards climate neutrality provides a common framework and shared understanding of comprehensive policies and investments needed for ensuring that the transition is fair.

vulnerable households, people affected by energy poverty and people living in social housing, and Member States should take measures to prevent **home energy upgrades from pushing up rents or leading to eviction processes (in the context of ever-diminishing safeguards for tenants and the ever-increasing deregulation of the rental market), guaranteeing the right to decent, affordable housing, tackling speculation and regulating the market**. The Commission proposal for a Council Recommendation on ensuring a fair transition towards climate neutrality provides a common framework and shared understanding of comprehensive policies and investments needed for ensuring that the transition is fair.

Or. pt

Amendment 68 **Gheorghe Falcă**

Proposal for a directive **Recital 48**

Text proposed by the Commission

(48) Inefficient buildings are often linked to energy poverty and social problems. Vulnerable households are particularly exposed to increasing energy prices as they spend a larger proportion of their budget on energy products. By reducing excessive energy bills, building renovation can lift people out of energy poverty and also prevent it. At the same time, building renovation does not come for free, and it is essential to ensure that the social impact of the costs for building renovation, notably on vulnerable households, is kept in check. The renovation wave should leave no one behind and be seized as an opportunity to improve the situation of vulnerable households, and a fair transition towards

Amendment

(48) Inefficient buildings are often linked to energy **and transport** poverty and social problems. Vulnerable households are particularly exposed to increasing energy prices as they spend a larger proportion of their budget on energy products. By reducing excessive energy bills, building renovation can lift people out of energy **and transport** poverty and also prevent it. At the same time, building renovation does not come for free, and it is essential to ensure that the social impact of the costs for building renovation, notably on vulnerable households, is kept in check. The renovation wave should leave no one behind and be seized as an opportunity to improve the situation of vulnerable households, and a fair transition towards

climate neutrality should be ensured. Therefore, financial incentives and other policy measures should as a priority target vulnerable households, people affected by energy poverty and people living in social housing, and Member States should take measures to prevent evictions because of renovation. The Commission proposal for a Council Recommendation on ensuring a fair transition towards climate neutrality provides a common framework and shared understanding of comprehensive policies and investments needed for ensuring that the transition is fair.

climate neutrality should be ensured. Therefore, financial incentives and other policy measures should as a priority target vulnerable households, people affected by energy **and transport** poverty and people living in social housing, and Member States should take measures to prevent evictions because of renovation. The Commission proposal for a Council Recommendation on ensuring a fair transition towards climate neutrality provides a common framework and shared understanding of comprehensive policies and investments needed for ensuring that the transition is fair.

Or. en

Amendment 69
Gheorghe Falcă

Proposal for a directive
Recital 49 a (new)

Text proposed by the Commission

Amendment

(49 a) When considering support policies for minimum energy performance standards, special attention should be given to in-need and at-risk households, particularly to those whose security of tenure might be put at risk. The Directive should already foresee safeguards to be implemented at national level, such as recommendations for Member States to set up social support mechanisms.

Or. en

Amendment 70
Gheorghe Falcă

Proposal for a directive
Recital 49 b (new)

(49 b) The energy transition represents an opportunity to improve access to better quality housing, if renovation costs are balanced as much as possible with energy savings and security of tenure is ensured. It can also help lift households out of energy and transport poverty if subsidies and public funding are made available to those with reduced access to market-price loans. Also, for public housing and rented buildings, participative models are essential for tenants to work together with the housing companies, land lords and owners associations on the scope and cost of renovations. It can help balance costs and reinforce security of tenure. Capacity building opportunities for local housing providers should be created for better uptake of participative models and a more coordinated approach across sectors at national, regional and local level.

Or. en

**Amendment 71
Gheorghe Falcă**

**Proposal for a directive
Recital 51 a (new)**

(51 a) Existing exemptions for heritage and temporary buildings must be maintained for harder to renovate public buildings such as conservation and heritage buildings while new innovative solutions are developed and tested. Technical assistance will be essential to boosting the renovation of public buildings, including financial support for replication and upscaling of pilots and demonstration projects, building on experiences developed with Horizon 2020 funding for smart cities.

Amendment 72
Gheorghe Falcă

Proposal for a directive
Recital 51 b (new)

Text proposed by the Commission

Amendment

(51 b) An ambitious and realistic timeline for Member States should be developed to phase out fossil fuels from public buildings gradually and to consider projects and investments already made at the local level. This should be seen in conjunction with the overall energy transition and matching the wide variety of building types with the appropriate solutions. This is particularly an issue in dense urban areas with multi-store buildings, where the available space for renewable installations does not meet the energy demand, even with high energy efficiency.

Or. en

Amendment 73
Gheorghe Falcă

Proposal for a directive
Recital 55

Text proposed by the Commission

Amendment

(55) Since local and regional authorities are critical for the successful implementation of this Directive, they should be consulted and involved, as and when appropriate in accordance with applicable national legislation, on planning issues, the development of programmes to provide information, training and awareness-raising, and on the implementation of this Directive at national

(55) Since local and regional authorities are critical for the successful implementation of this Directive, they should be consulted and involved, as and when appropriate in accordance with applicable national legislation, on planning issues, the development of programmes to provide information, training and awareness-raising, and on the implementation of this Directive at national

or regional level. Such consultations may also serve to promote the provision of adequate guidance to local planners and building inspectors to carry out the necessary tasks. Furthermore, Member States should enable and encourage architects and planners to properly consider the optimal combination of improvements in energy efficiency, use of energy from renewable sources and use of district heating and cooling when planning, designing, building and renovating industrial or residential areas.

or regional level. Such consultations may also serve to promote the provision of adequate guidance to local planners and building inspectors to carry out the necessary tasks. Furthermore, Member States should enable and encourage architects and planners to properly consider the optimal combination of improvements in energy efficiency, use of energy from renewable **and low carbon** sources and use of district heating and cooling when planning, designing, building and renovating industrial or residential areas.

Or. en

Justification

A great part of the electricity consumed in the buildings (for instance in order to power heat pumps) may be generated by hydroelectric power plants (as well as in some countries nuclear power plant). This will be a essential contribution to the decarbonization of heating. All low-carbon sources of energy should be allowed to provide for the remaining energy needs.

Amendment 74 **Gheorghe Falcă**

Proposal for a directive **Recital 56**

Text proposed by the Commission

(56) Installers and builders are critical for the successful implementation of this Directive. Therefore, an adequate number of installers and builders should, through training and other measures, have the appropriate level of competence for the installation and integration of the energy efficient and renewable energy technology required.

Amendment

(56) Installers and builders are critical for the successful implementation of this Directive. Therefore, an adequate number of installers and builders should, through training and other measures, have the appropriate level of competence for the installation and integration of the energy efficient, **low carbon** and renewable energy technology required.

Or. en

Justification

A great part of the electricity consumed in the buildings (for instance in order to power heat pumps) may be generated by hydroelectric power plants (as well as in some countries nuclear power plant). This will be a essential contribution to the decarbonization of heating. All low-

carbon sources of energy should be allowed to provide for the remaining energy needs.

Amendment 75
Gheorghe Falcă

Proposal for a directive
Recital 58 a (new)

Text proposed by the Commission

Amendment

(58 a) It is important, to have flexibility, especially concerning deep energy renovation, to decide the best approach, whether a staged-pathway or a single renovation process, depending on for exemple their local market, information and financial support available. Whole life carbon emissions should be introduced progressively once conditions - support and information, technical assistance and training - are met. Different elements should be part of the standard: a consideration of the different climatic zones and average performance of the building stock; the use of renewable and low carbon energy, and broader aspects that have an impact on the quality of renovations, such as health and environmental standards, climate resilience, air quality and biodiversity.

Or. en

Amendment 76
Gheorghe Falcă

Proposal for a directive
Article 1 – paragraph 1

Text proposed by the Commission

Amendment

1. This Directive promotes the improvement of the energy performance of buildings and the reduction of greenhouse gas emissions from buildings within the Union, with a view to achieving a zero-

1. This Directive promotes the improvement of the energy performance of buildings and the reduction of greenhouse gas emissions from buildings within the Union, with a view to achieving a zero-

emission building stock by 2050 taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost-effectiveness.

emission building stock by 2050 taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost-effectiveness, **while respecting safety standards and technological neutrality**.

Or. en

Amendment 77
Gheorghe Falcă

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

Text proposed by the Commission

2. ‘zero-emission building’ means a building with a very high energy performance, as determined in accordance with Annex I, where the very low amount of energy still required is fully covered by energy from renewable sources **generated on-site, from a renewable energy community within the meaning of Directive (EU) 2018/2001 [amended RED] or from a district heating and cooling system, in accordance with the requirements set out in Annex III;**

Amendment

2. ‘zero-emission building’ means a building with a very high energy performance, as determined in accordance with Annex I, where the very low amount of energy still required is fully covered by energy from renewable **and low carbon** sources;

Or. en

Justification

A great part of the electricity consumed in the buildings (for instance in order to power heat pumps) may be generated by hydroelectric power plants (as well as in some countries nuclear power plant). This will be a essential contribution to the decarbonization of heating. All low-carbon sources of energy should be allowed to provide for the remaining energy needs.

Amendment 78
Tomasz Piotr Poręba, Kosma Złotowski

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

Text proposed by the Commission

2. ‘zero-emission building’ means a building with a very high energy performance, as determined in accordance with Annex I, where the very low amount of energy still required is fully covered by energy from renewable sources generated on-site, from a renewable energy community within the meaning of Directive (EU) 2018/2001 [amended RED] or from a district heating and cooling system, in accordance with the requirements set out in Annex III;

Amendment

2. ‘zero-emission building’ means a building with a very high energy performance, as determined in accordance with Annex I, where the very low amount of energy still required is fully covered by energy from renewable sources generated on-site, **or energy delivered through electricity grids**, from a renewable energy community within the meaning of Directive (EU) 2018/2001 [amended RED] or from a district heating and cooling system, in accordance with the requirements set out in Annex III;

Or. en

Amendment 79
Gheorghe Falcă

Proposal for a directive
Article 2 – paragraph 1 – point 3

Text proposed by the Commission

3. ‘nearly zero-energy building’ means a building with a very high energy performance, as determined in accordance with Annex I, which cannot be lower than the 2023 cost-optimal level reported by Member States in accordance with Article 6(2) and where the nearly zero or very low amount of energy required is covered to a very significant extent by energy from renewable sources, including energy from renewable sources produced on-site or nearby;

Amendment

3. ‘nearly zero-energy building’ means a building with a very high energy performance, as determined in accordance with Annex I, which cannot be lower than the 2023 cost-optimal level reported by Member States in accordance with Article 6(2) and where the nearly zero or very low amount of energy required is covered to a very significant extent by energy from renewable **and low carbon** sources, including energy from renewable sources produced on-site or nearby;

Or. en

Amendment 80
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Article 2 – paragraph 1 – point 3

Text proposed by the Commission

3. ‘nearly zero-energy building’ means a building with a very high energy performance, as determined in accordance with Annex I , which cannot be lower than the 2023 cost-optimal level reported by Member States in accordance with Article 6(2) and where the nearly zero or very low amount of energy required *is* covered to a very significant extent by energy from renewable sources, including energy from renewable sources produced on-site or nearby;

Amendment

3. ‘nearly zero-energy building’ means a building with a very high energy performance, as determined in accordance with Annex I , which cannot be lower than the 2023 cost-optimal level reported by Member States in accordance with Article 6(2) and where the nearly zero or very low amount of energy required ***should be*** covered to a very significant extent by energy from renewable sources, including energy from renewable sources produced on-site or nearby;

Or. en

Amendment 81

Elsi Katainen, Ondřej Kovařík

Proposal for a directive

Article 2 – paragraph 1 – point 13

Text proposed by the Commission

13. ‘energy from renewable sources’ means energy from renewable non-fossil sources, namely wind, solar (solar thermal and solar photovoltaic) , and geothermal energy , ambient energy, tide, wave and other ocean energy, hydropower, biomass, landfill gas, sewage treatment plant gas, and biogas;

Amendment

13. ‘energy from renewable sources’ means energy from renewable non-fossil sources, namely wind, solar (solar thermal and solar photovoltaic) ,and geothermal energy, ambient energy, tide, wave and other ocean energy, hydropower, biomass, landfill gas, ***energy recovered from waste incineration plants, non-avoidable waste heat from e.g. industrial processes, PtX and datacenters***, sewage treatment plant gas, ***renewable fuels (biofuels, bioliquids, biomass fuels and renewable fuels of non-biological origin)*** and biogas;

Or. en

Justification

It is important to take into account a wide range of renewable energy sources to speed up the energy transition.

Amendment 82
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Article 2 – paragraph 1 – point 19 – point a

Text proposed by the Commission

(a) before 1 January **2030**, into a nearly zero-energy building;

Amendment

(a) before 1 January **2035**, into a nearly zero-energy building;

Or. en

Amendment 83
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Article 2 – paragraph 1 – point 19 – point b

Text proposed by the Commission

(b) as of 1 January **2030**, into a zero-emission building;

Amendment

(b) as of 1 January **2035**, into a zero-emission building;

Or. en

Amendment 84
Gheorghe Falcă

Proposal for a directive
Article 2 – paragraph 1 – point 26 a (new)

Text proposed by the Commission

Amendment

26 a. ‘transport poverty’ means transport poverty as defined in Article 2(xxx)... of [recast EED];

Or. en

Amendment 85
Gheorghe Falcă

Proposal for a directive

Article 2 – paragraph 1 – point 27

Text proposed by the Commission

27. ‘vulnerable households’ means households in energy poverty or households, including lower middle-income ones, that are particularly exposed to high energy costs and lack the means to renovate the building they occupy;

Amendment

27. ‘vulnerable households’ means households in energy **and transport** poverty or households, including lower middle-income ones **who face or are at risk of facing a situation of significantly limited access to 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** that are particularly exposed to high energy costs and lack the means to renovate the building they occupy;

Or. en

Amendment 86

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Article 2 – paragraph 1 – point 49 – point a

Text proposed by the Commission

(a) it **can only be** distributed and used within that local and district level perimeter **through a dedicated distribution network**;

Amendment

(a) it **is** distributed and used within that local and district level perimeter;

Or. en

Amendment 87

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Article 2 – paragraph 1 – point 49 – point c

Text proposed by the Commission

(c) it can be used on-site of the building assessed through a **dedicated**

Amendment

(c) it can be used on-site of the building assessed through a connection to

connection to the energy production source, *that dedicated connection requiring specific equipment for the safe supply and metering of energy for self-use of the building assessed;*

the energy production source

Or. en

Amendment 88
Ondřej Kovařík, Nicola Danti

Proposal for a directive
Article 2 – paragraph 1 – point 57 a (new)

Text proposed by the Commission

Amendment

57 a. 'pre-cabling' means all measures that are necessary to enable the installation of recharging points at a later date, including cable routes, space for transformers and electricity meters, i.e. both the technical cabling (cable path, technical sheaths, drilling) and the electrical pre-equipment in collective electrical installations (switchboard, horizontal electrical column, bus cable), as well as grid capacities.

Or. en

Amendment 89
Ondřej Kovařík, Nicola Danti

Proposal for a directive
Article 2 – paragraph 1 – point 57 b (new)

Text proposed by the Commission

Amendment

57 b. “Logistic hubs” is a center in a defined area within which all activities relating to transport, logistics and the distribution of goods - both for national and international transit, are carried out by various operators on a commercial basis. The operators can either be owners or tenants of buildings and facilities

(warehouses, distribution centres, storage areas, offices, truck services, etc.), which have been built here.

Or. en

Amendment 90

Ondřej Kovařík, Nicola Danti

Proposal for a directive

Article 2 – paragraph 1 – point 57 c (new)

Text proposed by the Commission

Amendment

57 c. “Truck depot” means any building, or land, in or on which a business, service or industry involving the maintenance, servicing, storage or repair of commercial vehicles and/or transport trailers is undertaken or performed.

Or. en

Amendment 91

Ondřej Kovařík, Nicola Danti

Proposal for a directive

Article 2 – paragraph 1 – point 57 d (new)

Text proposed by the Commission

Amendment

57 d. If multiple charging points using the same distribution grid connection without sufficient overall grid capacity are being installed in one building, a mandatory installation of a dynamic load management system behind the meter of that building should be implemented. Such a requirement avoids an extensive enhancement of the grid connection and reduces overall installation costs.

Or. en

Amendment 92
Ciarán Cuffe

Proposal for a directive
Article 2 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

‘bicycle parking space’ means a designated space for at least one bicycle that provides safe, secure and easy storage for a variety of bicycle types, and, where feasible, is lit and protected from the weather;

Or. en

Amendment 93
Ciarán Cuffe

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

Text proposed by the Commission

Amendment

57 c. ‘pre-cabling’ means all measures that are necessary to enable the installation of electric vehicle recharging points, including cable routes, spaces for transformers and electricity meters, and potential revision of the electrical board;

Or. en

Amendment 94
Gheorghe Falcă

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

Text proposed by the Commission

Amendment

(a a) an overview of national initiatives to promote smart technologies and well-connected buildings and communities, as well as skilling and reskilling

opportunities, and education in the construction and energy efficiency sectors;

Or. en

Amendment 95
Gheorghe Falcă

Proposal for a directive
Article 3 – paragraph 1 – subparagraph 1 – point a b (new)

Text proposed by the Commission

Amendment

(a b) an overview of investments in the development of the skills required by the energy transition. Both public and private stake holders are asked to plan in advance future skills and workforce needs and urgently roll out the necessary initiatives to make sure that there are sufficient and skilled workers to deliver the energy transition towards reaching the 2030 energy and climate targets;

Or. en

Amendment 96
Gheorghe Falcă

Proposal for a directive
Article 3 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

The roadmap referred to in point (b) shall include national targets for 2030, 2040 and 2050 as regards the annual energy renovation rate, the primary and final energy consumption of the national building stock and its operational greenhouse gas emission reductions; specific timelines for buildings to achieve higher energy performance classes than those pursuant to Article 9(1), by 2040 and 2050, in line with the pathway for

The roadmap referred to in point (b) shall include national targets for 2030, 2040 and 2050 as regards the annual energy renovation rate, the primary and final energy consumption of the national building stock and its operational greenhouse gas emission reductions; specific timelines for buildings to achieve higher energy performance classes than those pursuant to Article 9(1), by 2040 and 2050, in line with the pathway for

transforming the national building stock into zero-emission buildings; an evidence-based estimate of expected energy savings and wider benefits; and estimations for the contribution of the building renovation plan to achieving the Member State's binding national target for greenhouse gas emissions pursuant to Regulation (EU) .../... [revised Effort Sharing Regulation], the Union's energy efficiency targets in accordance with Directive (EU) .../.... [recast EED], the Union's renewable energy targets, including the indicative target for the share of energy from renewable sources in the building sector in accordance with Directive (EU) 2018/2001 [amended RED], and the Union's 2030 climate target and 2050 climate neutrality goal in accordance with Regulation (EU) 2021/1119.

transforming the national building stock into zero-emission buildings; an evidence-based estimate of expected energy savings and wider benefits; and estimations for the contribution of the building renovation plan to achieving the Member State's binding national target for greenhouse gas emissions pursuant to Regulation (EU) .../... [revised Effort Sharing Regulation], the Union's energy efficiency targets in accordance with Directive (EU) .../.... [recast EED], the Union's renewable energy targets, including the indicative target for the share of energy from renewable **and low carbon** sources in the building sector in accordance with Directive (EU) 2018/2001 [amended RED], and the Union's 2030 climate target and 2050 climate neutrality goal in accordance with Regulation (EU) 2021/1119.

Or. en

Amendment 97 **Gheorghe Falcă**

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

Text proposed by the Commission

3. To support the development of its building renovation plan , each Member State shall carry out a public consultation on its draft building renovation plan prior to submitting it to the Commission. The public consultation shall involve in particular local and regional authorities and other socio-economic partners, including civil society and bodies working with vulnerable households. Each Member State shall annex a summary of the results of its public consultation to its draft building renovation plan .

Amendment

3. To support the development of its building renovation plan , each Member State **shall involve regional and local authorities in drafting the plans to facilitate the inclusion of local actions plans or investments and they** shall carry out a public consultation on its draft building renovation plan prior to submitting it to the Commission. The public consultation shall involve in particular local and regional authorities and other socio-economic partners, including civil society and bodies working with vulnerable households **and establish multi-level dialogues**. Each Member State shall annex a summary of the results of its

public consultation to its draft building renovation plan.

Or. en

Amendment 98
Gheorghe Falcă

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

Text proposed by the Commission

Amendment

3 a. Member States and local level authorities should take urgent action for putting forward the targeted training and education programmes and for providing the right financial support for these programmes, setting clear targets for the upskilling and reskilling of workers in strategic value-chains in line with the REPowerEU Plan.

Or. en

Amendment 99
Gheorghe Falcă

Proposal for a directive
Article 3 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. Each Member State should support the Pact for Skills, welcome the creation of a Large Scale Partnership for Skills in the Offshore Renewable Energy and call on all stakeholders in the clean energy sector to work together, supported by the Commission and the Member States, for the creation of a similar Partnership for onshore renewable and low carbon energy, the importance of which was highlighted in the REPowerEU Plan;

Amendment 100
Gheorghe Falcă

Proposal for a directive
Article 5 – paragraph 1 – subparagraph 3

Text proposed by the Commission

Those requirements shall take account of general indoor climate conditions, in order to avoid possible negative effects such as inadequate ventilation, as well as local conditions and the designated function and the age of the building.

Amendment

Those requirements shall take account of general indoor climate conditions, in order to avoid possible negative effects such as inadequate ventilation, as well as local conditions, ***different climate conditions*** and the designated function and the age of the building.

Or. en

Justification

Addressing the different climate conditions is important when this Directive promotes only renewable energy. Big Member States have different climate conditions across its territory even more the distinctions is crucial across the EU. Climate conditions have an impact in the renewables used by each Member State.

Amendment 101
Gheorghe Falcă

Proposal for a directive
Article 5 – paragraph 2

Text proposed by the Commission

2. Member States ***may*** decide to adapt the requirements referred to in paragraph 1 to buildings officially protected as part of a designated environment or because of their special architectural or historical merit, in so far as compliance with certain minimum energy performance requirements would unacceptably alter their character or appearance.

Amendment

2. Member States ***shall*** decide to adapt ***or not to set or apply*** the requirements referred to in paragraph 1 to buildings officially protected as part of a designated environment or because of their special architectural or historical merit, in so far as compliance with certain minimum energy performance requirements would unacceptably alter their character or appearance.

Amendment 102
Gheorghe Falcă

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

Text proposed by the Commission

(a) as of 1 January 2027, new buildings occupied or owned by public authorities; and

Amendment

(a) as of 1 January 2027, new buildings occupied or owned by public authorities ***unless these buildings are residential buildings***; and

Amendment 103
Gheorghe Falcă

Proposal for a directive
Article 7 – paragraph 3

Text proposed by the Commission

3. The Commission is empowered to adopt delegated acts in accordance with Article 29 to supplement this Directive in order to adapt Annex III to technological progress and innovation, to set adapted maximum energy performance thresholds in Annex III to renovated buildings and to adapt the maximum energy performance thresholds for zero-emission buildings.

Amendment

deleted

Amendment 104
Gheorghe Falcă

Proposal for a directive
Article 7 – paragraph 4

Text proposed by the Commission

Amendment

4. Member States shall address, in relation to new buildings, the issues of healthy indoor climate conditions, adaptation to climate change, fire safety, risks related to intense seismic activity and accessibility for persons with disabilities. Member States shall also address carbon removals associated to carbon storage in or on buildings.

4. Member States shall address **where technically and economically feasible**, in relation to new buildings, the issues of healthy indoor climate conditions, adaptation to climate change, fire safety, risks related to intense seismic activity and accessibility for persons with disabilities. Member States shall also address carbon removals associated to carbon storage in or on buildings.

Or. en

Amendment 105 **Gheorghe Falcă**

Proposal for a directive **Article 8 – paragraph 3**

Text proposed by the Commission

3. Member States shall encourage, in relation to buildings undergoing major renovation, high-efficiency alternative systems, in so far as that is technically, functionally and economically feasible. Member States shall **address**, in relation to buildings undergoing major renovation, the issues of healthy indoor climate conditions, adaptation to climate change, fire safety, risks related to intense seismic activity, the removal of hazardous substances including asbestos and accessibility for persons with disabilities .

Amendment

3. Member States shall encourage, in relation to buildings undergoing major renovation, high-efficiency alternative systems, in so far as that is technically, functionally and economically feasible. Member States shall **encourage**, in relation to buildings undergoing major renovation, the issues of healthy indoor climate conditions, adaptation to climate change, fire safety, risks related to intense seismic activity, the removal of hazardous substances including asbestos and accessibility for persons with disabilities, **in so far as that is technically, functionally and economically feasible**.

Or. en

Justification

Tackling those risks and challenges is critical and, often, it makes sense to do it at the time of major renovation, as long as it is done when it is technically, functionally and economically feasible and in line with EU fields of competences and legislative procedures in place for the matters listed here.

Amendment 106
João Pimenta Lopes

Proposal for a directive
Article 8.º – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3A. Care should be taken to prevent home energy retrofits and upgrades from pushing up rents or leading to eviction processes.

Or. pt

Amendment 107
Ondřej Kovařík

Proposal for a directive
Article 9 – paragraph 1 – point a – point i

Text proposed by the Commission

Amendment

(i) after 1 January **2027**, at least energy performance class F; and

(i) after 1 January **2030**, at least energy performance class F; and

Or. en

Amendment 108
Ondřej Kovařík

Proposal for a directive
Article 9 – paragraph 1 – point a – point ii

Text proposed by the Commission

Amendment

(ii) after 1 January **2030**, at least energy performance class E;

(ii) after 1 January **2033**, at least energy performance class E;

Or. en

Amendment 109
Ondřej Kovařík

Proposal for a directive
Article 9 – paragraph 1 – point b – point i

Text proposed by the Commission

(i) after 1 January **2027**, at least energy performance class F; and

Amendment

(i) after 1 January **2030**, at least energy performance class F; and

Or. en

Amendment 110
Ondřej Kovařík

Proposal for a directive
Article 9 – paragraph 1 – point b – point ii

Text proposed by the Commission

(ii) after 1 January **2030**, at least energy performance class E;

Amendment

(ii) after 1 January **2033**, at least energy performance class E;

Or. en

Amendment 111
Ondřej Kovařík

Proposal for a directive
Article 9 – paragraph 1 – point c – introductory part

Text proposed by the Commission

(c) residential buildings and building units achieve at the latest

Amendment

(c) residential **apartment** buildings and building units achieve at the latest

Or. en

Amendment 112
Ondřej Kovařík

Proposal for a directive
Article 9 – paragraph 1 – point c – point i

Text proposed by the Commission

(i) after 1 January **2030**, at least energy

Amendment

(i) after 1 January **2033**, at least energy

performance class F; and

performance class F; and

Or. en

Amendment 113

Ondřej Kovařík

Proposal for a directive

Article 9 – paragraph 1 – point c – point ii

Text proposed by the Commission

Amendment

(ii) after 1 January **2033**, at least energy performance class E;

(ii) after 1 January **2036**, at least energy performance class E;

Or. en

Amendment 114

Gheorghe Falcă

Proposal for a directive

Article 9 – paragraph 1 – point c – point ii a (new)

Text proposed by the Commission

Amendment

(ii a) Member States may require an extension of the deadline set in this paragraph, if justified and requested to the Commission and in accordance with the national building renovation plan referred to in Article 3(1)(a), with regard to specific parts of their building stock.

Or. en

Amendment 115

Ondřej Kovařík

Proposal for a directive

Article 9 – paragraph 1 – point c – point ii a (new)

Text proposed by the Commission

Amendment

(ii a) single family houses achieve at the

latest

(i) after 1 January 2033, at least energy performance class F; and

(ii) after 1 January 2036, at least energy performance class E;

Or. en

Amendment 116
Gheorghe Falcă

Proposal for a directive
Article 9 – paragraph 1 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

Member States may adjust the minimum energy performance standards or set alternative measures with equivalent effect. Member States shall document the equivalence in their roadmap referred to in Article 3(1)(b).

Or. en

Amendment 117
Gheorghe Falcă

Proposal for a directive
Article 9 – paragraph 3 – point a

Text proposed by the Commission

Amendment

(a) providing appropriate financial measures, in particular those targeting vulnerable households, people affected by energy poverty or living in social housing, in line with Article 22 of Directive (EU) .../.... [recast EED];

(a) providing appropriate financial measures, in particular those targeting vulnerable households, people affected by energy **and transport** poverty or living in social housing, in line with Article 22 of Directive (EU) .../.... [recast EED];

Or. en

Amendment 118

Gheorghe Falcă

**Proposal for a directive
Article 9 – paragraph 4**

Text proposed by the Commission

4. Where a building is renovated in order to comply with a minimum energy performance standard, Member States shall ensure compliance with the minimum energy performance requirements for building elements pursuant to Article 5 and, in case of major renovation, with the minimum energy performance requirements for existing buildings pursuant to Article 8.

Amendment

4. Where a building is renovated in order to comply with a minimum energy performance standard, Member States shall ensure compliance with the minimum energy performance requirements for building elements pursuant to Article 5 and, in case of major renovation, with the minimum energy performance requirements for existing buildings pursuant to Article 8, ***while taking into consideration the different technical and economical aspects and the different starting point of each Member State.***

Or. en

**Amendment 119
Gheorghe Falcă**

**Proposal for a directive
Article 10 – paragraph 1**

Text proposed by the Commission

1. By 31 December 2023, the Commission shall adopt delegated acts in accordance with Article 29 supplementing this Directive by establishing a common European framework for renovation passports, based on the criteria set out in paragraph 2.

Amendment

1. By 31 December 2023, the Commission shall adopt delegated acts in accordance with Article 29 supplementing this Directive by establishing a common European framework for ***voluntary*** renovation passports, based on the criteria set out in paragraph 2.

Or. en

**Amendment 120
João Pimenta Lopes**

**Proposal for a directive
Article 12.º – paragraph -1 (new)**

-1. The broad range of socioeconomic circumstances and local mobility conditions call for a broad range of solutions. Notwithstanding the definitions in the subsequent paragraphs, each Member State, in conjunction with the local authorities, will, on the basis of their mobility and development strategies, be able to modify the criteria for installing sustainable mobility infrastructure (i.e. setting needs, installation times, the quantity and quality of this infrastructure), in accordance with their needs and development strategies.

Or. pt

**Amendment 121
Ciarán Cuffe**

**Proposal for a directive
Article 12 – paragraph 1 – introductory part**

Text proposed by the Commission

1. With regard to new non-residential buildings and non-residential buildings undergoing major renovation, with more **than five** parking spaces, Member States shall ensure:

Amendment

1. With regard to new non-residential buildings and non-residential buildings undergoing major renovation, with **three or** more parking spaces, **and where**

(a) the car park is located inside the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the building; or

(b) the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the car park or of the building, or

(c) the renovation concerns the car park, where that car park is not in or physically adjacent to the building, or the electrical

infrastructure of the building;

Member States shall ensure *by [entry into force]*:

Or. en

Amendment 122

Ondřej Kovařík, Nicola Danti

Proposal for a directive

Article 12 – paragraph 1 – introductory part

Text proposed by the Commission

1. With regard to new non-residential buildings and non-residential buildings undergoing *major* renovation, *with more than five* parking spaces, Member States shall ensure:

Amendment

1. With regard to new non-residential buildings and non-residential buildings undergoing renovation, *irrespective the number of* parking spaces, Member States shall ensure *by end 2025*:

Or. en

Amendment 123

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Article 12 – paragraph 1 – introductory part

Text proposed by the Commission

1. With regard to new non-residential buildings and non-residential buildings undergoing major renovation, with more than *five* parking spaces, Member States shall ensure:

Amendment

1. With regard to new non-residential buildings and non-residential buildings undergoing major renovation, with more than *twenty* parking spaces, Member States shall ensure:

Or. en

Amendment 124

Gheorghe Falcă

Proposal for a directive

Article 12 – paragraph 1 – introductory part

Text proposed by the Commission

1. With regard to new non-residential buildings and non-residential buildings undergoing major renovation, with more than **five** parking spaces, Member States shall ensure:

Amendment

1. With regard to new non-residential buildings and non-residential buildings undergoing major renovation, with more than **ten** parking spaces, Member States shall ensure:

Or. en

Amendment 125

Elsi Katainen

Proposal for a directive

Article 12 – paragraph 1 – introductory part

Text proposed by the Commission

1. With regard to new non-residential buildings and non-residential buildings undergoing major renovation, with more than **five** parking spaces, Member States shall ensure:

Amendment

1. With regard to new non-residential buildings and non-residential buildings undergoing major renovation, with more than **ten** parking spaces, Member States shall ensure:

Or. en

Amendment 126

Ismail Ertug

Proposal for a directive

Article 12 – paragraph 1 – introductory part

Text proposed by the Commission

1. With regard to new non-residential buildings and non-residential buildings undergoing **major** renovation, with more than five parking spaces, Member States shall ensure:

Amendment

1. With regard to new non-residential buildings and non-residential buildings undergoing renovation, with more than five parking spaces, Member States shall ensure:

Or. en

Amendment 127

Ondřej Kovařík, Nicola Danti

Proposal for a directive
Article 12 – paragraph 1 – point a

Text proposed by the Commission

(a) the installation of at least one recharging point;

Amendment

(a) the installation of ***recharging points serving*** at least one recharging point ***10% of parking spaces by 2025, at least 20% of parking spaces by 2030, and at least 40% of parking spaces by 2035, whilst ensuring the installation of a minimum of one recharging point by 2025.***

Or. en

Amendment 128
Gheorghe Falcă

Proposal for a directive
Article 12 – paragraph 1 – point a

Text proposed by the Commission

(a) the installation of ***at least one*** recharging ***point***;

Amendment

(a) the installation of ***ducting infrastructure, namely conduits for electric cables for every parking space to enable the installation, at a later stage, of recharging points for electric vehicles***;

Or. en

Amendment 129
Ismail Ertug

Proposal for a directive
Article 12 – paragraph 1 – point a

Text proposed by the Commission

(a) the installation of at least one recharging point;

Amendment

(a) the installation of at least one recharging point ***for every five parking spaces***;

Or. en

Amendment 130
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 1 – point a

Text proposed by the Commission

(a) the installation of at least one recharging point;

Amendment

(a) the installation of at least one recharging point **for every two parking spaces;**

Or. en

Amendment 131
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Article 12 – paragraph 1 – point b

Text proposed by the Commission

(b) the installation of pre-cabling for every parking space to enable the installation at a later stage of recharging points for electric vehicles; and

Amendment

deleted

Or. en

Amendment 132
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 1 – point b

Text proposed by the Commission

(b) the installation of pre-cabling for every parking space to enable the installation at a later stage of recharging points for electric vehicles; and

Amendment

(b) the installation of pre-cabling for every parking space to enable the installation at a later stage of recharging points for electric vehicles and **electrically power-assisted cycles and other L-category vehicle types;**

Amendment 133
Gheorghe Falcă

Proposal for a directive
Article 12 – paragraph 1 – point b

Text proposed by the Commission

(b) the installation of ***pre-cabling*** for every parking space to enable the installation at a later stage of recharging points for electric vehicles; and

Amendment

(b) the installation of ***ducting*** for every parking space to enable the installation at a later stage of recharging points for electric vehicles; and

Or. en

Amendment 134
Gheorghe Falcă

Proposal for a directive
Article 12 – paragraph 1 – point c

Text proposed by the Commission

(c) at least one bicycle parking space for every car parking space;

Amendment

(c) at least one bicycle parking space for every car parking space, ***subject to local characteristics, including demographical, geographical, climate conditions and local tradition;***

Or. en

Amendment 135
Elsi Katainen

Proposal for a directive
Article 12 – paragraph 1 – point c

Text proposed by the Commission

(c) at least one bicycle parking space for every car parking space;

Amendment

(c) at least one bicycle parking space for every car parking space; ***subject to local characteristics, including demographical, geographical, population***

and climate conditions;

Or. en

Amendment 136
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 1 – point c

Text proposed by the Commission

(c) *at least one bicycle* parking space
for every car parking space;

Amendment

(c) *one* parking space *is provided for*
the use of bicycles with larger dimensions
than standard bicycles, such as cargo
bikes, tricycles, and bicycles with trailers,

Or. en

Amendment 137
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Article 12 – paragraph 1 – point c

Text proposed by the Commission

(c) at least one bicycle parking space
for every car parking space;

Amendment

(c) at least one bicycle parking space
for every *five* car parking space *when*
justified by local needs;

Or. en

Amendment 138
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 1 – point c – point i (new)

Text proposed by the Commission

Amendment

i) The number of bicycle parking
spaces shall be at least twice the number
of car parking spaces;

Amendment 139

Ciarán Cuffe

Proposal for a directive

Article 12 – paragraph 1 – point c – point ii (new)

Text proposed by the Commission

Amendment

ii) For each recharging point installed for electric vehicles, an equal number of household power sockets for charging electrically power-assisted cycles and other L-category vehicles shall be installed;

Or. en

Amendment 140

Ondřej Kovařík

Proposal for a directive

Article 12 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

where the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the car park.

deleted

Or. en

Amendment 141

Ciarán Cuffe

Proposal for a directive

Article 12 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

where the car park is physically adjacent to the building, and, for major

deleted

renovations, renovation measures include the car park or the electrical infrastructure of the car park.

Or. en

Amendment 142

Ismail Ertug

Proposal for a directive

Article 12 – paragraph 1 – subparagraph 1

Text proposed by the Commission

where the car park is physically adjacent to the building, and, for *major* renovations, renovation measures include the car park or the electrical infrastructure of the car park.

Amendment

where the car park is physically adjacent to the building, and, for renovations, renovation measures include the car park or the electrical infrastructure of the car park.

Or. en

Amendment 143

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Article 12 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Member States shall ensure that the pre-cabling is dimensioned so as to enable the simultaneous use of the expected number of recharging points.

Amendment

deleted

Or. en

Amendment 144

Gheorghe Falcă

Proposal for a directive

Article 12 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

Member States shall ensure that the pre-cabling is dimensioned so as to enable the simultaneous use of the expected number of recharging points.

deleted

Or. en

Amendment 145

Ondřej Kovařík, Nicola Danti

Proposal for a directive

Article 12 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

Member States shall ensure that the pre-cabling is dimensioned so as to enable the simultaneous use of the expected number of recharging points.

Member States shall ensure that the pre-cabling is dimensioned so as to enable the simultaneous use of the expected number of recharging points ***including an installation of a dynamic load management system at a minimum capacity and without any need for smart charging to prevent local power shortage.***

Or. en

Amendment 146

Ondřej Kovařík, Nicola Danti

Proposal for a directive

Article 12 – paragraph 1 – subparagraph 3

Text proposed by the Commission

Amendment

By way of derogation from the first subparagraph, point (a), for new office buildings and office buildings undergoing major renovation, with more than five parking spaces, Member States shall ensure the installation of at least one recharging point for every two parking spaces.

By way of derogation from the first subparagraph, point (a), for new office buildings and office buildings undergoing major renovation, with more than five parking spaces, Member States shall ensure the installation of at least one recharging point for every two parking spaces.

By way of derogation from the first subparagraph, point (a), Member States shall ensure that parking in all EU new

and existing non-residential undergoing major renovation of the buildings with more than ten parking spaces is pre-equipped for the installation of EV charging points by 2030, regardless of other planned renovations.

Or. en

Amendment 147

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Article 12 – paragraph 1 – subparagraph 3

Text proposed by the Commission

By way of derogation from the first subparagraph, point (a), for new office buildings and office buildings undergoing major renovation, with more than five parking spaces, Member States shall ensure the installation of at least one recharging point for every **two** parking spaces.

Amendment

By way of derogation from the first subparagraph, point (a), for new office buildings and office buildings undergoing major renovation, with more than five parking spaces, Member States shall ensure the installation of at least one recharging point for every **five** parking spaces.

Or. en

Amendment 148

Ciarán Cuffe

Proposal for a directive

Article 12 – paragraph 2

Text proposed by the Commission

2. With regard to all non-residential buildings with more than **twenty** parking spaces, Member States shall ensure the installation of at least one recharging point for every ten parking spaces, **and at least one bicycle parking space for every car parking space, by 1 January 2027. In case of** buildings owned or occupied by public authorities, Member States shall ensure pre-cabling for at least one in two parking spaces by 1 January **2033**.

Amendment

2. With regard to all non-residential buildings with more than **ten car** parking spaces, Member States shall ensure **the following by 1 January 2027:**

(i) The number of bicycle parking spaces shall be at least twice the number of car parking spaces

(ii) for every ten bicycle parking spaces, at least one parking space is provided for the use of bicycles with larger dimensions than standard bicycles, such as cargo bikes, tricycles, and bicycles with trailers;

(iii) For each recharging point installed for electric vehicles, an equal number of household power sockets for charging electrically power-assisted cycles and other L-category vehicles shall be installed;

With regard to existing and new non-residential buildings with a floor area of 150 square metres or more, and where there are no car parking spaces, Member States shall ensure at least 1 bicycle parking space per planned building occupant.

With regard to new and existing commercial buildings with more than ten parking spaces, Member States shall ensure by 1 January 2027 the installation of at least one recharging point for every ten parking spaces.

With regard to new and existing non-residential buildings owned or occupied by public authorities, Member States shall ensure pre-cabling for at least one in two parking spaces by 1 January 2027.

With regard to new and existing office buildings, with more than five parking spaces, Member States shall ensure:

(a) By 2025, the pre-cabling for at least 50% of parking spaces

(b) By 2030, the pre-cabling for at least 70% of parking spaces

(c) By 2035, the pre-cabling for 100% of parking spaces.

Member States shall ensure that the pre-cabling according to paragraphs 1 (iii) and 3-5 of this article, is dimensioned to enable the simultaneous use of

recharging points on all parking spaces.

Or. en

Amendment 149

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Article 12 – paragraph 2

Text proposed by the Commission

2. With regard to all non-residential buildings with more than **twenty** parking spaces, Member States shall ensure the installation of at least one recharging point for every ten parking spaces, and at least one bicycle parking space for every car parking space, by 1 January **2027**. ***In case of buildings owned or occupied by public authorities, Member States shall ensure pre-cabling for at least one in two parking spaces by 1 January 2033.***

Amendment

2. With regard to all non-residential buildings with more than **fifty** parking spaces, Member States shall ensure the installation of at least one recharging point for every ten parking spaces, and at least one bicycle parking space for every **five** car parking space, by 1 January **2035**.

Or. en

Amendment 150

Elsi Katainen

Proposal for a directive

Article 12 – paragraph 2

Text proposed by the Commission

2. With regard to all non-residential buildings with more than twenty parking spaces, Member States shall ensure the installation of at least one recharging point for every ten parking spaces, and at least one bicycle parking space for every car parking space, by 1 January 2027. In case of buildings owned or occupied by public authorities, Member States shall ensure pre-cabling for at least one in two parking spaces by 1 January 2033.

Amendment

2. With regard to all non-residential buildings with more than twenty parking spaces, Member States shall ensure the installation of at least one recharging point for every ten parking spaces, and at least one bicycle parking space for every car parking space ***if necessary***, by 1 January 2027, ***subject to local characteristics, including demographical, geographical, population and climate conditions.*** In case of buildings owned or occupied by public authorities, Member States shall ensure

pre-cabling for at least one in two parking spaces by 1 January 2033.

Or. en

Justification

The directive should rather ensure market-driven transition in the electrification of transport. The framework should be cost-effective and not cause unreasonable cost increases for citizens. Different national and local characteristics, such as sparsely populated areas and already implemented improvements for energy efficiency in Member States, should also be taken into account.

Amendment 151 **Gheorghe Falcă**

Proposal for a directive **Article 12 – paragraph 2**

Text proposed by the Commission

2. With regard to all non-residential buildings with more than twenty parking spaces, Member States shall ensure the installation of at least one recharging point for every ten parking spaces, ***and at least one bicycle parking space for every car parking space***, by 1 January 2027. In case of buildings owned or occupied by public authorities, Member States shall ensure ***pre-cabling*** for at least one in two parking spaces by 1 January 2033.

Amendment

2. With regard to all non-residential buildings with more than twenty parking spaces, Member States shall ensure the installation of at least one recharging point for every ten parking spaces, by 1 January 2027. In case of buildings owned or occupied by public authorities, Member States shall ensure ***ducting*** for at least one in two parking spaces by 1 January 2033.

Or. en

Amendment 152 **Ismail Ertug**

Proposal for a directive **Article 12 – paragraph 2**

Text proposed by the Commission

2. With regard to all non-residential buildings with more ***than twenty*** parking spaces, Member States shall ensure the

Amendment

2. With regard to all non-residential buildings with more ***five*** parking spaces, Member States shall ensure the installation

installation of at least one recharging point for every **ten** parking spaces, and at least one bicycle parking space for every car parking space, by 1 January 2027. In case of buildings owned or occupied by public authorities, Member States shall ensure pre-cabling for at least one in two parking spaces by 1 January 2033.

of at least one recharging point for every **five** parking spaces, and at least one bicycle parking space for every car parking space, by 1 January 2027. In case of buildings owned or occupied by public authorities, Member States shall ensure pre-cabling for at least one in two parking spaces by 1 January 2033.

Or. en

Amendment 153

Ondřej Kovařík, Nicola Danti

Proposal for a directive

Article 12 – paragraph 2

Text proposed by the Commission

2. With regard to all non-residential buildings with more than **twenty** parking spaces, Member States shall ensure the installation of at least **one** recharging point for every ten parking spaces, and at least one bicycle parking space for every car parking space, by 1 January 2027. In case of buildings owned or occupied by public authorities, Member States shall ensure pre-cabling for **at least one in two** parking spaces by 1 January **2033**.

Amendment

2. With regard to all non-residential buildings with more than **five** parking spaces, Member States shall ensure the installation of at least **five** recharging point for every ten parking spaces, and at least one bicycle parking space for every car parking space, by 1 January 2027. In case of buildings owned or occupied by public authorities, Member States shall ensure pre-cabling for **all** parking spaces by 1 January **2027**.

Or. en

Amendment 154

Ondřej Kovařík, Nicola Danti

Proposal for a directive

Article 12 – paragraph 2 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

Member States shall ensure a sufficient amount of recharging points are dedicated to employees working in non-residential buildings that are not characterised as office buildings.

Amendment 155
Ondřej Kovařík, Nicola Danti

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

Text proposed by the Commission

Amendment

(1) In case of office buildings or buildings owned or occupied by public authorities, Member States shall ensure the installation of a recharging point for at least one in two parking spaces by 1 January 2030.

Or. en

Amendment 156
Ismail Ertug

Proposal for a directive
Article 12 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. With regard to non-residential buildings that are not characterised as offices buildings, Member States shall ensure that a sufficient amount of recharging points are deployed there.

Or. en

Amendment 157
Ismail Ertug

Proposal for a directive
Article 12 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. With regard to office buildings or buildings owned or occupied by public

authorities, Member States shall ensure the installation of a recharging point for at least one in two parking spaces by 1 January 2030.

Or. en

Amendment 158
João Pimenta Lopes

Proposal for a directive
Article 12.º – paragraph 3

Text proposed by the Commission

Amendment

3. *Member States may adjust requirements for the number of bicycle parking spaces in accordance with paragraphs 1 and 2 for specific categories of non-residential buildings where bicycles are typically less used as a means of transport.*

deleted

Or. pt

Amendment 159
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 3

Text proposed by the Commission

Amendment

3. Member States *may adjust requirements for the number of* bicycle parking *spaces in accordance with paragraphs 1 and 2 for specific categories of non-residential buildings* where bicycles are typically less used as a means of transport.

3. Member States *should increase the bicycle parking space requirements set out in this Article in areas* where bicycles are typically less used as a means of transport, *and provide the necessary safe active mobility infrastructure.*

Or. en

Amendment 160

Elsi Katainen

**Proposal for a directive
Article 12 – paragraph 3**

Text proposed by the Commission

3. Member States may adjust requirements for the number of bicycle parking spaces in accordance with paragraphs 1 and 2 for specific categories of non-residential buildings where bicycles are typically less used as a means of transport.

Amendment

3. Member States may adjust requirements for the number of bicycle parking spaces in accordance with paragraphs 1 and 2 for specific categories of non-residential buildings where bicycles are typically less used as a means of transport ***and where ensuring at least one bicycle parking space for every car parking space is not feasible due to local characteristics such as sparse population.***

Or. en

Justification

Such detailed and prescriptive requirements for bicycle parking spaces may pose many logistical and legal challenges (such as space limit, ownership of existing parking constraints, etc.) due to local characteristics such as sparse population.

**Amendment 161
Gheorghe Falcă**

**Proposal for a directive
Article 12 – paragraph 3**

Text proposed by the Commission

3. Member States may adjust requirements for the number of bicycle parking spaces in accordance with paragraphs 1 and 2 for specific categories of non-residential buildings where bicycles are typically less used as a means of transport.

Amendment

3. Member States may adjust requirements for the number of bicycle parking spaces in accordance with paragraphs 1 and 2 for specific categories of non-residential buildings where bicycles are typically less used as a means of transport ***and according to local needs, and where ensuring at least one bicycle parking space for every car parking space is not feasible.***

Or. en

Amendment 162
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 4 – introductory part

Text proposed by the Commission

4. With regard to new residential buildings and residential buildings undergoing major renovation, with more than three parking spaces, Member States shall ensure:

Amendment

4. With regard to new residential buildings and residential buildings undergoing major renovation, with more than three parking spaces, **and where**

(a) the car park is located inside the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the building; or

(b) the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the car park or of the building, or

(c) the renovation concerns the car park where that car park is not in or physically adjacent to the building, or the electrical infrastructure of the building

Member States shall ensure **by [entry into force]**:

Or. en

Amendment 163
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Article 12 – paragraph 4 – introductory part

Text proposed by the Commission

4. With regard to new residential buildings and residential buildings undergoing major renovation, with more than **three** parking spaces, Member States shall ensure:

Amendment

4. With regard to new residential buildings and residential buildings undergoing major renovation, with more than **twenty** parking spaces, Member States shall ensure:

Amendment 164
Gheorghe Falcă

Proposal for a directive
Article 12 – paragraph 4 – introductory part

Text proposed by the Commission

4. With regard to new residential buildings and residential buildings undergoing major renovation, with more than **three** parking spaces, Member States shall ensure:

Amendment

4. With regard to new residential buildings and residential buildings undergoing major renovation, with more than **five** parking spaces, Member States shall ensure:

Or. en

Amendment 165
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Article 12 – paragraph 4 – point a

Text proposed by the Commission

(a) the installation of pre-cabling for every parking space to enable the installation, at a later stage, of recharging points for electric vehicles; and

Amendment

deleted

Or. en

Amendment 166
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 4 – point a

Text proposed by the Commission

(a) the installation of pre-cabling for every parking space to enable the installation, at a later stage, of recharging

Amendment

(a) the installation of pre-cabling for every parking space to enable the installation, at a later stage, of recharging points for electric vehicles **and electrically**

points for electric vehicles; and

power-assisted cycles and other L-category vehicle types; and

Or. en

Amendment 167

Gheorghe Falcă

Proposal for a directive

Article 12 – paragraph 4 – point b

Text proposed by the Commission

Amendment

(b) at least two bicycle parking spaces for every dwelling.

(b) at least two bicycle parking spaces for every dwelling ***subject to local characteristics, including demographical, geographical, climate conditions and local tradition..***

Or. en

Amendment 168

Elsi Katainen

Proposal for a directive

Article 12 – paragraph 4 – point b

Text proposed by the Commission

Amendment

(b) at least ***two*** bicycle parking ***spaces*** for every dwelling.

(b) at least ***one*** bicycle parking ***space*** for every dwelling, ***if necessary***

Or. en

Justification

Such detailed and prescriptive requirements for bicycle parking spaces may pose logistical and legal challenges due to local characteristics.

Amendment 169

Ciarán Cuffe

Proposal for a directive

Article 12 – paragraph 4 – point b

Text proposed by the Commission

(b) at least **two** bicycle parking spaces for every dwelling.

Amendment

(b) at least **three** bicycle parking spaces for every dwelling.

Or. en

Amendment 170

Ciarán Cuffe

Proposal for a directive

Article 12 – paragraph 4 – point b a (new)

Text proposed by the Commission

Amendment

(b a) the installation of at least one recharging point for electric vehicles;

Or. en

Amendment 171

Ciarán Cuffe

Proposal for a directive

Article 12 – paragraph 4 – point b b (new)

Text proposed by the Commission

Amendment

(b b) For each recharging point installed for electric vehicles, an equal number of household power sockets for charging electrically power-assisted cycles and other L-category vehicles shall be installed;

Or. en

Amendment 172

Ciarán Cuffe

Proposal for a directive

Article 12 – paragraph 4 – point b c (new)

Text proposed by the Commission

Amendment

(b c) for every five bicycle parking spaces, at least one parking space is provided for the use of bicycles with larger dimensions than standard bicycles, such as cargo bikes, tricycles, and bicycles with trailers;

Or. en

Amendment 173

Ciarán Cuffe

Proposal for a directive

Article 12 – paragraph 4 – subparagraph 1

Text proposed by the Commission

Amendment

the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the car park.

deleted

Or. en

Amendment 174

Ondřej Kovařík

Proposal for a directive

Article 12 – paragraph 4 – subparagraph 1

Text proposed by the Commission

Amendment

the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the car park.

deleted

Or. en

Amendment 175

Ciarán Cuffe

Proposal for a directive

Article 12 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Member States shall ensure that the pre-cabling is dimensioned to enable the simultaneous use of recharging points on all parking spaces. ***Where, in the case of major renovation, ensuring two bicycle parking spaces for every dwelling is not feasible, Member States shall ensure as many bicycle parking spaces as appropriate.***

Amendment

Member States shall ensure that the pre-cabling is dimensioned to enable the simultaneous use of recharging points on all parking spaces.

Or. en

Amendment 176

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Article 12 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Member States shall ensure that the pre-cabling is dimensioned to enable the simultaneous use of recharging points on all parking spaces. Where, in the case of major renovation, ensuring two bicycle parking spaces for every dwelling is not feasible, Member States shall ensure as many bicycle parking spaces as appropriate.

Amendment

Where, in the case of major renovation, ensuring two bicycle parking spaces for every dwelling is not feasible, Member States shall ensure as many bicycle parking spaces as appropriate.

Or. en

Amendment 177

Ondřej Kovařík, Nicola Danti

Proposal for a directive

Article 12 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Member States shall ensure that the pre-cabbling is dimensioned to enable the simultaneous use of recharging points on all parking spaces. Where, in the case of major renovation, ensuring two bicycle parking spaces for every dwelling is not feasible, Member States shall ensure as many bicycle parking spaces as appropriate.

Amendment

Member States shall ensure that the pre-cabbling is dimensioned to enable the simultaneous use of recharging points on all parking spaces, ***including an installation of a dynamic load management***. Where, in the case of major renovation, ensuring two bicycle parking spaces for every dwelling is not feasible, Member States shall ensure as many bicycle parking spaces as appropriate.

Or. en

Amendment 178
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 4 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

With regard to all new residential buildings, and buildings undergoing major renovation, with 3 or less parking spaces, Member States shall ensure at least two bicycle parking spaces for every dwelling.

Or. en

Amendment 179
Elsi Katainen

Proposal for a directive
Article 12 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4 a. Member States may decide not to lay down or apply the requirements referred to in paragraphs 1 and 2 to buildings owned and occupied by small and medium-sized enterprises as defined in Title I of the Annex to Commission

Recommendation 2003/361/EC, or that have only minor or temporary use or that are located in remote areas.

Or. en

Justification

The text from current directive should be kept. The requirements for recharging points and precabbling in existing non-residential buildings are too challenging. In such buildings, charging points will be installed voluntarily when there is need for them. Some flexibility would be needed also, so that minor or only temporary use of buildings and local conditions could be taken into account.

Amendment 180
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 5

Text proposed by the Commission

Amendment

5. Member States may decide not to apply paragraphs 1, 2 and 4 to specific categories of buildings where the precabbling required would rely on micro isolated systems or the buildings are situated in the outermost regions within the meaning of Article 349 TFEU, if this would lead to substantial problems for the operation of the local energy system and would endanger the stability of the local grid.

deleted

Or. en

Amendment 181
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5 a. In non-residential buildings, where parking is accessible to the general

public and typically used by the general public, Member States shall ensure that by 31 December 2025, public parking facilities with more than 10 parking spaces for light duty vehicles shall equip at least 15 % of their parking spaces with publicly accessible recharging points, and in accordance with Regulation (EU) .../...[AFIR], where applicable

Or. en

Amendment 182

Ondřej Kovařík

Proposal for a directive Article 12 – paragraph 6

Text proposed by the Commission

6. Member States shall ensure that the recharging points referred to in paragraphs 1, 2 and 4 are capable of smart charging and, where appropriate, bidirectional charging, **and that they** are operated based on non-proprietary and non-discriminatory communication protocols and standards, in an interoperable manner, and **in compliance** with any legal standards and protocols in the delegated acts adopted pursuant to Article 19(6) and Article 19(7) of Regulation (EU) .../... [AFIR].

Amendment

6. Member States shall ensure that the recharging points referred to in paragraphs 1, 2 and 4 are capable of smart charging and, where **economically** appropriate **and technically feasible**, bidirectional charging.

The Commission is empowered to adopt delegated acts in accordance with Article 29 concerning the use of non-proprietary and non-discriminatory communication protocols and standards. The Commission shall present to the European Parliament and the Council, by 31 December 2025, an in-depth evaluation of available open protocols and market maturity in regards to standardisation. Following this evaluation, the Commission shall, if appropriate, adopt by the 30 June 2026 a delegated act specifying suitable protocols and standards to be used to ensure that recharging points are operated based on

non-proprietary and non-discriminatory communication protocols and standards, in an interoperable manner, and **incompliance** with any legal standards and protocols in the delegated acts adopted pursuant to Article 19(6) and Article 19(7) of Regulation (EU) .../[AFIR].

Or. en

Amendment 183

Elsi Katainen, Ondřej Kovařík

Proposal for a directive

Article 12 – paragraph 6

Text proposed by the Commission

6. Member States shall ensure that the recharging points referred to in paragraphs 1, 2 and 4 are capable of smart charging and, where appropriate, bidirectional charging, and that they are operated based on non-proprietary and non-discriminatory communication protocols and standards, in an interoperable manner, and in compliance with any legal standards and protocols in the delegated acts adopted pursuant to Article 19(6) and Article 19(7) of Regulation (EU) .../[AFIR].

Amendment

6. Member States shall ensure that the recharging points referred to in paragraphs 1, 2 and 4 are capable of smart charging and, where appropriate, **and functionally and technically feasible** bidirectional charging, and that they are operated based on non-proprietary and non-discriminatory communication protocols and standards, in an interoperable manner, and in compliance with any legal standards and protocols in the delegated acts adopted pursuant to Article 19(6) and Article 19(7) of Regulation (EU) .../[AFIR].

Or. en

Amendment 184

Gheorghe Falcă

Proposal for a directive

Article 12 – paragraph 6

Text proposed by the Commission

6. Member States shall ensure that the recharging points referred to in paragraphs 1, 2 and 4 are capable of smart charging and, where appropriate, bidirectional

Amendment

6. Member States shall ensure that the recharging points referred to in paragraphs 1, 2 and 4 are capable of smart charging and, where appropriate **and functionally**

charging, and that they are operated based on non-proprietary and non-discriminatory communication protocols and standards, in an interoperable manner, and in compliance with any legal standards and protocols in the delegated acts adopted pursuant to Article 19(6) and Article 19(7) of Regulation (EU) .../... [AFIR].

and technically feasible, bidirectional charging, and that they are operated based on non-proprietary and non-discriminatory communication protocols and standards, in an interoperable manner, and in compliance with any legal standards and protocols in the delegated acts adopted pursuant to Article 19(6) and Article 19(7) of Regulation (EU) .../... [AFIR].

Or. en

Amendment 185

Ciarán Cuffe

Proposal for a directive Article 12 – paragraph 6

Text proposed by the Commission

6. Member States shall ensure that the recharging points referred to in paragraphs 1, 2 and 4 are capable of smart charging and, **where appropriate**, bidirectional charging, and that they are operated based on non-proprietary and non-discriminatory communication protocols and standards, in an interoperable manner, and in compliance with any legal standards and protocols in the delegated acts adopted pursuant to Article 19(6) and Article 19(7) of Regulation (EU) .../... [AFIR].

Amendment

6. Member States shall ensure that the recharging points referred to in paragraphs 1, 2 and 4 **and 5 are digitally connected and** are capable of smart charging and bidirectional charging, and that they are operated based on non-proprietary and non-discriminatory communication protocols and standards, in an interoperable manner, and in compliance with any legal standards and protocols in the delegated acts adopted pursuant to Article 19(6) and Article 19(7) of Regulation (EU) .../... [AFIR].

Or. en

Amendment 186

Ondřej Kovařík, Nicola Danti

Proposal for a directive Article 12 – paragraph 7

Text proposed by the Commission

7. Member States shall **encourage** that operators of non-publicly accessible

Amendment

7. Member States shall **ensure** that operators of non-publicly accessible

recharging points operate them in accordance with Article 5(4) of Regulation (EU) .../....[AFIR], where applicable.

recharging points operate them in accordance with Article 5(4) of Regulation (EU) .../....[AFIR], where applicable.

Or. en

Amendment 187
Gheorghe Falcă

Proposal for a directive
Article 12 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7 a. Member States may adjust requirements for the number of bicycle parking spaces in accordance with paragraph 4 where bicycles are typically less used as a mean of transport and according to local needs.

Or. en

Amendment 188
Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 8 – introductory part

Text proposed by the Commission

Amendment

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, ***without prejudice to the*** property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, ***and align*** property and tenancy law of the Member States ***with the ‘Right to Plug’ for all Europeans.***

Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.

For owners and tenants not having the possibility to install a recharging point at their place of residence, Member States shall provide for measures allowing them to request the installation of a publicly available recharging point near their place of residence, in accordance with the objectives of Regulation (EU) .../... [AFIR].

Member States shall provide for the appropriate measures to manage the number of publicly accessible recharging points installed according to the number of requests received within the same areas.

A one-stop-shop website shall be set up in each Member State to provide information regarding paragraphs 1, 2 and 3.

Or. en

Amendment 189
Ismail Ertug

Proposal for a directive
Article 12 – paragraph 8 – introductory part

Text proposed by the Commission

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for

Amendment

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for

a private recharging point for own use.

a private recharging point for own use. *For the purposes of the objectives referred to in this paragraph, Member States shall provide individual citizens and co-ownership communities, with the help of accredited installers, with clear guidance on the procedure for installing a recharging point, together with relevant information on the appropriate technical solution for the intended use, in particular in relation to the output power of the charging point. The guidelines shall include information on the potential impact on the electrical installation and grid.*

Or. en

Amendment 190
Ismail Ertug

Proposal for a directive
Article 12 – paragraph 8 – introductory part

Text proposed by the Commission

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.

Amendment

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall ***provide for measures in order to facilitate, harmonise and expedite the procedure for the installation of recharging points via accredited installers in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting approval procedures from public authorities or grid operators, without prejudice to the property and tenancy law of the Member States;*** Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces,

in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.

Or. en

Amendment 191

Ismail Ertug

Proposal for a directive

Article 12 – paragraph 8 – introductory part

Text proposed by the Commission

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.

Amendment

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use. ***Member States shall also encourage, facilitate, harmonise and expedite the installation of recharging points by the decision of co-owner associations.***

Or. en

Amendment 192

Ondřej Kovařík, Elsi Katainen, Nicola Danti

Proposal for a directive

Article 12 – paragraph 8 – introductory part

Text proposed by the Commission

8. Member States shall provide for measures in order to simplify ***the deployment*** of recharging points in new

Amendment

8. Member States shall provide for measures in order to ***encourage, harmonise and accelerate the procedure***

and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.

for the installation of recharging points *via accredited installers* in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures *from public authorities or grid operators*, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.

Or. en

Amendment 193 **Gheorghe Falcă**

Proposal for a directive **Article 12 – paragraph 8 – introductory part**

Text proposed by the Commission

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, *in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.*

Amendment

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces.

Or. en

Amendment 194 **Elsi Katainen**

Proposal for a directive
Article 12 – paragraph 8 – introductory part

Text proposed by the Commission

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, ***in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.***

Amendment

8. Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces.

Or. en

Justification

The obligation to promote the installation of recharging points must be compatible with national property and tenancy laws.

Amendment 195
Ondřej Kovařík, Nicola Danti

Proposal for a directive
Article 12 – paragraph 8 – point 1 (new)

Text proposed by the Commission

Amendment

(1) Member States shall also encourage, simplify, harmonise and accelerate the installation of recharging points by the decision of co-owner associations. For the purpose of the objectives set out in this paragraph, Member States shall provide individual citizens and co-owners associations with clear guidance, with the help of accredited installers, on the procedure to install a recharging point, along with relevant information on the most adequate

technical solution for the intended usage, notably concerning the power output of the recharging point.

The guidance shall contain information on the potential impact on the electrical installation and the grid or the opportunity to combine a recharging point with additional electricity via renewable sources produced on-site.

For owners and tenants not having the possibility to install a recharging point at their place of residence, Member States shall provide for measures allowing them to request the installation of a publicly available recharging point near their place of residence, in accordance with the objectives of Regulation (EU) .../... [AFIR].

Or. en

Amendment 196
Ondřej Kovařík, Nicola Danti

Proposal for a directive
Article 12 – paragraph 8 – point 2 (new)

Text proposed by the Commission

Amendment

(2) Member States shall provide for the appropriate measures to manage the number of publicly accessible recharging points installed according to the number of requests received within the same areas.

The Commission shall publish guidelines by 2025 specifying the standards and protocol to be recommended to national and local public authorities for fire safety in underground and surface car parks.

Member States shall streamline existing permitting procedures with the aim of ensuring that electric vehicles' owners who wish to have a charging point installed at or near their home are able to obtain approval.

Amendment 197

Ismail Ertug

Proposal for a directive

Article 12 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8 a. Member States shall provide for measures allowing owners and tenants not having the possibility to install a recharging point at their place of residence, to request the installation of a publicly available recharging point near their place of residence, in accordance with the objectives of Regulation (2021/0223(COD) Deployment of Alternative Fuels infrastructure. To manage the number of publicly accessible recharging points installed according to the number of requests received in the same areas, Member States shall provide for appropriate measures.

Or. en

Amendment 198

Ciarán Cuffe

Proposal for a directive

Article 12 – paragraph 9

Text proposed by the Commission

Amendment

9. Member States shall ensure the coherence of policies for buildings, **soft and green** mobility and urban planning.

9. Member States shall ensure the coherence of policies for buildings, **active and sustainable** mobility **climate, energy, biodiversity** and urban planning.

Or. en

Amendment 199

Ciarán Cuffe

Proposal for a directive
Article 12 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

9 a. Member States shall update their national building codes in order to replace ‘minimum’ car parking requirements with ‘maximum’ car parking requirements, particularly in those areas that are already well served by public transport and active mobility options.

Member States shall progressively reduce the number of car parking spaces in areas that have an oversupply or a sufficient number of parking spaces.

Member States shall support local authorities in developing and implementing sustainable urban mobility plans (SUMPs) with a particular focus on the integration of housing policies with sustainable mobility and urban planning, thereby ensuring and prioritising the accessibility of all new major urban developments with active mobility and public transport.

Or. en

Amendment 200
Gheorghe Falcă

Proposal for a directive
Article 14 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. Member States shall ensure that the building owners, tenants and managers can have direct access to their building systems’ data. At their request, the access or data shall be made available to a third party. Member States shall facilitate the full interoperability of services and of data

1. Member States shall ensure that the building owners, tenants and managers can have direct access to their **respective** building systems’ data. At their **justified** request **and upon agreement of the owners**, the access or data shall be made available to a third party. Member States

exchange within the Union in accordance with paragraph 6.

shall facilitate the full interoperability of services and of data exchange within the Union in accordance with paragraph 6.

Or. en

Amendment 201
João Pimenta Lopes

Proposal for a directive
Article 15.º – paragraph 1

Text proposed by the Commission

1. Member States shall provide appropriate financing, support measures and other instruments able to address market barriers and stimulate the necessary investments in energy renovations in line with their national building renovation plan and with a view to the transformation of their building stock into zero-emission buildings by 2050.

Amendment

1. ***The Commission and*** Member States shall provide appropriate financing, support measures and other instruments able to address market barriers and stimulate the necessary investments in energy renovations ***and the installation of sustainable mobility infrastructure,*** in line with their national building renovation plan and with a view to the transformation of their building stock into zero-emission buildings by 2050.

Or. pt

Amendment 202
Gheorghe Falcă

Proposal for a directive
Article 15 – paragraph 1

Text proposed by the Commission

1. Member States shall provide appropriate financing, support measures and other instruments able to address market barriers and stimulate the necessary investments in energy renovations in line with their national building renovation plan and with a view to the transformation of their building stock into zero-emission buildings by 2050.

Amendment

1. Member States ***and the Union*** shall provide appropriate financing, support measures and other instruments able to address market barriers and stimulate the necessary investments in energy renovations in line with their national building renovation plan and with a view to the transformation of their building stock into zero-emission buildings by 2050.

Amendment 203
João Pimenta Lopes

Proposal for a directive
Article 15.º – paragraph 3

Text proposed by the Commission

3. Member States shall make best cost-effective use of national financing and financing available established at Union level, in particular the Recovery and Resilience Facility, the Social Climate Fund, cohesion policy funds, InvestEU, ***auctioning revenues from emission trading pursuant to Directive 2003/87/EC [amended ETS]*** and other public funding sources.

Amendment

3. Member States shall make best cost-effective use of national financing and financing available established at Union level, in particular the Recovery and Resilience Facility, the Social Climate Fund, cohesion policy funds, InvestEU and other public funding sources.

Or. pt

Amendment 204
Gheorghe Falcă

Proposal for a directive
Article 15 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. The Union and the Member States shall provide ringfenced and dedicated financing for the renovation of buildings inhabited by vulnerable households, people affected by energy and transport poverty and people living in social housing.

Or. en

Amendment 205
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Article 15 – paragraph 10

Text proposed by the Commission

10. From **1 January 2027** at the latest, Member States shall not provide any financial incentives for the installation of boilers powered by fossil fuels, ***with the exception of those selected for investment, before 2027, in accordance with Article 7(1)(h)(i) third hyphen of Regulation (EU) 2021/1058 of the European Parliament and the Council⁴⁵ on the European Regional Development Fund and on the Cohesion Fund and with Article 73 of Regulation (EU) 2021/2115 of the European Parliament and the Council⁴⁶ on the CAP Strategic Plans.***

⁴⁵ 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).

⁴⁶ Regulation (EU) 2021/2115 of the European Parliament and of the Council of 2 December 2021 establishing rules on support for strategic plans to be drawn up by Member States under the common agricultural policy (CAP Strategic Plans) and financed by the European Agricultural Guarantee Fund (EAGF) and by the European Agricultural Fund for Rural Development (EAFRD) and repealing Regulations (EU) No 1305/2013 and (EU) No 1307/2013 (OJ L 435, 6.12.2021, p. 1).

Amendment

10. From ***the year following entry into force of this paragraph*** at the latest, Member States shall not provide any financial incentives for the installation of ***individual*** boilers powered by fossil fuels ***other than natural gas.***

Or. en

Amendment 206
Gheorghe Falcă

Proposal for a directive
Article 15 – paragraph 13

Text proposed by the Commission

13. When providing financial incentives to owners of buildings or building units for the renovation of rented buildings or building units, Member States shall ensure that the financial incentives benefit both the owners and the tenants, ***in particular by providing rent support or by imposing caps on rent increases.***

Amendment

13. When providing financial incentives to owners of buildings or building units for the renovation of rented buildings or building units, Member States shall ensure that the financial incentives benefit both the owners and the tenants.

Or. en

Amendment 207

Ondřej Kovařík

**Proposal for a directive
Article 16 – paragraph 2**

Text proposed by the Commission

2. By 31 December 2025 at the latest, the energy performance certificate shall comply with the template in Annex V. It shall specify the energy performance class of the building, on a closed scale using only letters from A to G. The letter A shall correspond to zero-emission buildings as defined in Article 2, point (2) ***and the letter G shall correspond to the 15% worst-performing buildings in the national building stock at the time of the introduction of the scale.*** Member States ***shall ensure that the remaining classes (B to F) have an even bandwidth distribution of energy performance indicators among the energy performance classes.*** Member States shall ensure a common visual identity for energy performance certificates on their territory.

Amendment

2. By 31 December 2025 at the latest, the energy performance certificate shall comply with the template in Annex V. It shall specify the energy performance class of the building, on a closed scale using only letters from A to G. The letter A shall ***cover the buildings which has lower consumption than production. The letter B shall*** correspond to zero-emission buildings as defined in Article 2, point (2). ***The remaining letters*** correspond to ***NZEB standard multiples in conformity with member states methodology. Letter G covers buildings with no energy efficiency measures implemented so far.*** Member States shall ensure a common visual identity for energy performance certificates on their territory

Or. en

Amendment 208

Gheorghe Falcă

Proposal for a directive
Article 16 – paragraph 2

Text proposed by the Commission

2. By 31 December 2025 at the latest, the energy performance certificate shall comply with the template in Annex V. It shall specify the energy performance class of the building, on a closed scale using only letters from A to G. The letter A shall correspond to zero-emission buildings as defined in Article 2, point (2) **and the letter G shall correspond to the 15% worst-performing buildings in the national building stock at the time of the introduction of the scale. Member States shall ensure that the remaining classes (B to F) have an even bandwidth distribution of energy performance indicators among the energy performance classes.** Member States shall ensure a common visual identity for energy performance certificates on their territory.

Amendment

2. By 31 December 2025 at the latest, the energy performance certificate shall comply with the template in Annex V. It shall specify the energy performance class of the building, on a closed scale using only letters from A to G. The letter A shall correspond to zero-emission buildings as defined in Article 2, point (2). Member States shall ensure a common visual identity for energy performance certificates on their territory.

Or. en

Amendment 209
Gheorghe Falcă

Proposal for a directive
Article 16 – paragraph 10

Text proposed by the Commission

10. The validity of the energy performance certificate shall not exceed **five** years. **However for buildings with an energy performance class A, B or C established pursuant to paragraph 2, the validity of the energy performance certificate shall not exceed 10 years.**

Amendment

10. The validity of the energy performance certificate shall not exceed **ten** years.

Or. en

Amendment 210

Gheorghe Falcă

Proposal for a directive
Article 19 – paragraph 2

Text proposed by the Commission

2. The database shall be publicly accessible, in compliance with Union and national data protection rules. Member States shall ensure access to the full energy performance certificate for building owners, tenants and managers, and to financial institutions as regards the buildings in their investment portfolio. ***For buildings offered for rent or sale, Member States shall ensure access to the full energy performance certificate for prospective tenants or buyers.***

Amendment

2. The database's ***aggregated and anonymised building stock data*** shall be publicly accessible, in compliance with Union and national data protection rules. Member States shall ensure access to the full energy performance certificate for building owners, tenants and managers, and to financial institutions as regards the buildings in their investment portfolio.

Or. en

Amendment 211
Gheorghe Falcă

Proposal for a directive
Article 26 – paragraph 3

Text proposed by the Commission

3. Member States shall ensure that guidance and training are made available for those responsible for implementing this Directive. Such guidance and training shall address the importance of improving energy performance, and shall enable consideration of the optimal combination of improvements in energy efficiency, reduction of greenhouse gas emissions, use of energy from renewable sources and use of district heating and cooling when planning, designing, building and renovating industrial or residential areas. Such guidance and training may also address structural improvements, adaptation to climate change, fire safety, risks related to intense seismic activity, the removal of hazardous substances including

Amendment

3. Member States shall ensure that guidance and training are made available for those responsible for implementing this Directive. Such guidance and training shall address the importance of improving energy performance, and shall enable consideration of the optimal combination of improvements in energy efficiency, reduction of greenhouse gas emissions, use of energy from renewable ***and low carbon*** sources and use of district heating and cooling when planning, designing, building and renovating industrial or residential areas. Such guidance and training may also address structural improvements, adaptation to climate change, fire safety, risks related to intense seismic activity, the removal of hazardous substances including

asbestos, air pollutant emissions (including fine particulate matter) and accessibility for persons with disabilities.

asbestos, air pollutant emissions (including fine particulate matter) and accessibility for persons with disabilities.

Or. en

Justification

A great part of the electricity consumed in the buildings (for instance in order to power heat pumps) may be generated by hydroelectric power plants (as well as in some countries nuclear power plant). This will be a essential contribution to the decarbonization of heating. All low-carbon sources of energy should be allowed to provide for the remaining energy needs.

Amendment 212 **Gheorghe Falcă**

Proposal for a directive **Article 26 – paragraph 4**

Text proposed by the Commission

4. The Commission is invited to continuously improve its information services, in particular the website that has been set up as a European portal for energy efficiency in buildings directed towards citizens, professionals and authorities, in order to assist Member States in their information and awareness-raising efforts. Information displayed on that website might include links to relevant European Union and national, regional and local legislation, links to Europa websites that display the National Energy Efficiency Action Plans, links to available financial instruments, as well as best practice examples at national, regional and local level. In the context of the European Regional Development Fund, the Cohesion Fund **and the** Just Transition Fund, the Commission shall continue and further intensify its information services with the aim of facilitating the use of available funds by providing assistance and information to interested stakeholders, including national, regional and local authorities, on funding possibilities, taking into account the latest changes in the

Amendment

4. The Commission is invited to continuously improve its information services, in particular the website that has been set up as a European portal for energy efficiency in buildings directed towards citizens, professionals and authorities, in order to assist Member States in their information and awareness-raising efforts. Information displayed on that website might include links to relevant European Union and national, regional and local legislation, links to Europa websites that display the National Energy Efficiency Action Plans, links to available financial instruments, as well as best practice examples at national, regional and local level. In the context of the European Regional Development Fund, the Cohesion Fund, Just Transition Fund **and the Social Climate Fund [amended SCF]**, the Commission shall continue and further intensify its information services with the aim of facilitating the use of available funds by providing assistance and information to interested stakeholders, including national, regional and local authorities, on funding possibilities, taking

regulatory framework.

into account the latest changes in the regulatory framework.

Or. en

Amendment 213
Gheorghe Falcă

Proposal for a directive
Annex I – point 2 – paragraph 3

Text proposed by the Commission

Primary energy factors or weighting factors shall be defined by Member States. The choices made and data sources shall be reported according to EN 17423 or any superseding document. Member States may opt for an average EU primary energy factor for electricity established pursuant to Directive (EU) .../... [recast EED] instead of a primary energy factor reflecting the *electricity* mix in the country.

Amendment

Primary energy factors or weighting factors shall be defined by Member States. The choices made and data sources shall be reported according to EN 17423 or any superseding document. Member States may opt for an average EU primary energy factor for electricity established pursuant to Directive (EU) .../... [recast EED] instead of a primary energy factor reflecting the *energy* mix in the country.

Or. en

Amendment 214
Gheorghe Falcă

Proposal for a directive
Annex III – point I – paragraph 3 – introductory part

Text proposed by the Commission

The total annual primary energy use of a new or renovated zero-emission building shall be *fully* covered, on a net annual basis, by

Amendment

The total annual primary energy use of a new or renovated zero-emission building shall be covered *to a very significant extent*, on a net annual basis, by

Or. en

Amendment 215
Gheorghe Falcă

Proposal for a directive
Annex III – point I – paragraph 3 – indent 1

Text proposed by the Commission

— energy from renewable sources generated on-site and fulfilling the criteria of Article 7 of Directive (EU) 2018/2001 [amended RED],

Amendment

— energy from renewable ***and low carbon*** sources ***provided through the grid*** or generated on-site and fulfilling the criteria of Article 7 of Directive (EU) 2018/2001 [amended RED],

Or. en

Amendment 216
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Annex III – point I – paragraph 3 – indent 1 a (new)

Text proposed by the Commission

Amendment

- ***- energy from electricity grid,***

Or. en

Amendment 217
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Annex III – point I – paragraph 3 – indent 3

Text proposed by the Commission

Amendment

— ***renewable energy and waste heat from*** an efficient district heating and cooling system in accordance with Article (24(1) of Directive (EU) .../... [recast EED].

— an efficient district heating and cooling system in accordance with Article (24(1) of Directive (EU) .../... [recast EED].

Or. en