



2026/0068(COD)

7.10.2026

OPINION

of the Committee on the Environment, Climate and Food Safety

for the Committee on International Trade, the Committee on Industry, Research and Energy and the Committee on the Internal Market and Consumer Protection

on the proposal for a Regulation of the European Parliament and of the Council establishing a framework of measures for the acceleration of industrial capacity and decarbonisation in strategic sectors and amending Regulations (EU) 2018/1724, (EU) 2024/1735 and (EU) 2024/3110 (COM(2026)0100 – C10-0067/2026 – 2026/0068(COD))

Rapporteur for opinion: Mathilde Androuët

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AMENDMENTS

The Committee on the Environment, Climate and Food Safety submits the following to the Committee on International Trade, the Committee on Industry, Research and Energy and the Committee on the Internal Market and Consumer Protection, as the committees responsible:

Amendment 1

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) The global COVID-19 pandemic, Russia's illegal and unprovoked war of aggression against Ukraine, hostile economic actions, cyberattacks, foreign interference, the weaponisation of Union economic dependencies, arbitrary deployment of trade measures, the increasing effects of climate change and rising geopolitical tensions have exposed the Union's vulnerabilities and pose a serious threat to the Union's societies, economies, and undertakings. The Union's economic security is therefore inextricably linked to its capacity to strengthen resilience and mitigate risks arising from hostile economic interconnections. The Union is committed to protecting its economic security and addressing threats to its supply chains, infrastructure, key technologies and threats coming from the weaponisation of its economic dependencies³. The Union's economic security and social cohesion are inextricably linked to its capacity to strengthen its resilience and mitigate the risks arising from economic interconnections. That requires the strengthening of the resilience of its supply chains and the safeguarding of its internal market and industrial capacity, while maintaining territorial, social and economic cohesion, including by fostering a strong and competitive industrial base in selected strategic sectors, such as clean and digital technologies, energy-intensive industries

Amendment

(1) The global COVID-19 pandemic, Russia's illegal and unprovoked war of aggression against Ukraine, hostile economic actions, cyberattacks, foreign interference, the weaponisation of Union economic dependencies, arbitrary deployment of trade measures, the increasing effects of ***the triple planetary crisis*** (climate change, ***biodiversity loss, pollution***) and rising geopolitical tensions have exposed the Union's vulnerabilities and pose a serious threat to the Union's societies, economies, and undertakings. The Union's economic security is therefore inextricably linked to its capacity to strengthen resilience and mitigate risks arising from hostile economic interconnections. The Union is committed to protecting its economic security and addressing threats to its supply chains, infrastructure, key technologies and threats coming from the weaponisation of its economic dependencies.³ The Union's economic security and social cohesion are inextricably linked to its capacity to strengthen its resilience and mitigate the risks arising from economic interconnections. That requires the strengthening of the resilience of its supply chains and the safeguarding of its internal market and industrial capacity, while maintaining territorial, social and economic cohesion, including by fostering a strong and competitive industrial base in selected strategic sectors, such as clean and digital

and the automotive sector, to secure access to strategic materials and technologies and retain high-quality jobs in the Union.

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<https://www.consilium.europa.eu/en/policies/european-economic-security/>

technologies, energy-intensive industries, the automotive sector **and the maritime manufacturing industry**, to secure access to strategic materials and technologies and retain high-quality jobs in the Union.

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<https://www.consilium.europa.eu/en/policies/european-economic-security/>

Amendment 2
Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) Circularity and resource efficiency are essential components of a resilient and competitive industrial base. Keeping materials, components and products in use at their highest value reduces the Union's dependence on imported primary raw materials, lowers exposure to supply disruptions and price volatility, and can reduce the energy and emissions embedded in industrial production. The objectives of this Regulation should therefore support the circularity and resource efficiency of the Union's manufacturing sector alongside its decarbonisation and resilience, in line with the Union's climate neutrality objective set out in Regulation (EU) 2021/1119. Circularity projects consist of projects that make a substantial contribution to the transition to a circular economy within the meaning of Regulation (EU) 2020/852 and that meet the applicable technical screening criteria set out in Annex II of Commission Delegated Regulation (EU) 2023/2486.

Amendment 3
Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Energy-intensive industries are a key pillar of the Union's prosperity. They enable a wide range of downstream industries and contribute to the Union's economy by creating jobs, supporting growth and fostering innovation. However, they also account for around 22.3% of the Union's greenhouse gas emissions and require substantial investments in decarbonisation, leading also to reduced pollution. The combination of high energy prices, the need for large-scale decarbonisation investments and unfair global competition places energy-intensive industries at a competitive disadvantage, and there are growing signs of industrial decline.

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Amendment 4
Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) Net-zero technologies are pivotal to achieving the Union's energy and climate targets. They play a crucial role in reducing greenhouse gas emissions and enabling the decarbonisation of a wide range of economic sectors, including building, transport and the industry. They are also key in advancing sustainable energy solutions, by enabling the decarbonisation of the energy supply and providing innovative solutions to enable the needed expansion and digitalisation of electricity grids and the energy system as a whole. However, the Union's net-zero technology manufacturing sector faces significant

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challenges, including increasing global competitive pressures and supply chain vulnerabilities which endangers the Union's competitiveness and economic resilience.

create predictable industrial demand, support manufacturing scale-up in the Union and strengthen the business case for industrial decarbonisation. However, the Union's net-zero technology manufacturing sector faces significant challenges, including increasing global competitive pressures and supply chain vulnerabilities which endangers the Union's competitiveness and economic resilience.

Amendment 5
Proposal for a regulation
Recital 8

Text proposed by the Commission

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(8) The bioeconomy is able to provide sustainable biomass and bio-based solutions for industrial production. The Commission communication "A Strategic Framework for a Competitive and Sustainable EU Bioeconomy"⁷ identifies lead markets, such as bio-based plastics and polymers, bio-based chemicals and biobased construction products, as well as lead technologies that can support the Union's strategic autonomy and the decarbonisation of the industrial sectors identified in this initiative.

⁷ Communication from the Commission to the European, the Council, the European Economic and Social Committee and the Committee of the Regions, A Strategic Framework for a Competitive and Sustainable EU Bioeconomy (COM(2025)960).

Amendment

(8) The bioeconomy is able to provide sustainable biomass and bio-based solutions for industrial production. The Commission communication "A Strategic Framework for a Competitive and Sustainable EU Bioeconomy"⁷ identifies lead markets, such as bio-based plastics and polymers, bio-based chemicals and ***bio-based*** construction products, as well as lead technologies that can support the Union's strategic autonomy and the decarbonisation of the industrial sectors identified in this initiative. ***Captured carbon should originate from hard-to-abate industrial process emissions.***

⁷ Communication from the Commission to the European ***Parliament***, the Council, the European Economic and Social Committee and the Committee of the Regions, A Strategic Framework for a Competitive and Sustainable EU Bioeconomy (COM(2025)960).

Amendment 6
Proposal for a regulation
Recital 9 a (new)

(9a) The maritime manufacturing industry, encompassing shipbuilding, ship repair, maintenance, conversion, recycling and the full maritime equipment supply chain, constitutes a cornerstone of the Union's industrial base for the Union's decarbonisation efforts and the achievement of its climate targets. Key technologies for decarbonisation of the maritime sectors need specific protection in particular for shipbuilding, green ferries, specialised vessels and short sea shipping. In line with the Commission's port and maritime industrial strategies (COM(2026) 111 final and COM(2026) 112 final), the sector has been investing in cleaner vessels, low- and zero-emission fuels, wind propulsion and energy-efficient and digital technologies, which are essential to reduce greenhouse gas emissions from maritime transport. However, the global shipbuilding market is characterised by strong state-backed and distortive competition from third countries, competitors benefiting from public financing schemes, systematic local content requirements and coordinated industrial policies. These measures place European shipbuilders and maritime equipment manufacturers at a structural competitive disadvantage. Without sufficient shipbuilding activity in Europe, equipment manufacturers will gradually lose industrial capacity, innovation capabilities, decarbonisation capacity, and skilled workforce, weakening the resilience of the entire European maritime value chain. In the absence of such measures, the Union would face growing dependencies on third countries for critical maritime technologies, undermining its resilience and its ability to meet climate objectives.

Recital 10

Text proposed by the Commission

(10) The unpredictability, complexity and, at times, excessive length of national permit-granting procedures undermine the cost-effectiveness of investments necessary for the development of industrial activities. Therefore, and in order to ensure and speed up the effective implementation of industrial manufacturing activities, Member States should apply streamlined and digitalised permit-granting processes. A **competent authority** should coordinate all permit granting processes and issue a comprehensive decision within the applicable time limit.

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Amendment 8

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) In order to ensure streamlined and simplified permit-granting procedures, a single application covering all necessary permits should be provided for all industrial manufacturing projects except for the manufacturing sector under the C12 code. It should not apply where specific permit-granting or licensing procedures or requirements are established in Union harmonisation legislation for industrial manufacturing projects, such as pursuant to Regulations (EU) 2024/1735⁹ and (EU) 2024/1252¹⁰ of the European Parliament and of the Council. Sectorial Union legislation governing medicines and medical devices has recently undergone or is undergoing further streamlining of harmonised rules and timelines for authorisations and certifications, with options to speed up the process if necessary. Those rules should therefore not

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be considered permit-granting procedures within the context of this initiative.

be considered permit-granting procedures within the context of this initiative. *When permits are linked to specific installations, sites or emissions, such a single application and single permit-granting procedure should serve to coordinate and streamline the relevant procedures but should not merge the legal bases of individual permits, authorisations or approvals, nor affect the substantive requirements, assessment procedures or permit-specific conditions applicable under Union or national law. For large-scale industrial projects, it is not always appropriate to apply for all permits through a single application at the early stage of a project, as the full scope of the permits required and their content often become clearer as the project progresses. Applicants should therefore be entitled, but not obliged, to make use of the single application.*

¹⁰ Regulation (EU) 2024/1252 of the European Parliament and of the Council of 11 April 2024 establishing a framework for ensuring a secure and sustainable supply of critical raw materials and amending Regulations (EU) No 168/2013, (EU) 2018/858, (EU) 2018/1724 and (EU) 2019/1020 (OJ L, 2024/1252, 3.5.2024, ELI: <http://data.europa.eu/eli/reg/2024/1252/oj>).

⁹ Regulation (EU) 2024/1735 of the European Parliament and of the Council of 13 June 2024 on establishing a framework of measures for strengthening Europe's net-zero technology manufacturing ecosystem and amending Regulation (EU) 2018/1724 (OJ L, 2024/1735, 28.6.2024, ELI: <http://data.europa.eu/eli/reg/2024/1735/oj>).

¹⁰ Regulation (EU) 2024/1252 of the European Parliament and of the Council of 11 April 2024 establishing a framework for ensuring a secure and sustainable supply of critical raw materials and amending Regulations (EU) No 168/2013, (EU) 2018/858, (EU) 2018/1724 and (EU) 2019/1020 (OJ L, 2024/1252, 3.5.2024, ELI: <http://data.europa.eu/eli/reg/2024/1252/oj>).

⁹ Regulation (EU) 2024/1735 of the European Parliament and of the Council of 13 June 2024 on establishing a framework of measures for strengthening Europe's net-zero technology manufacturing ecosystem and amending Regulation (EU) 2018/1724 (OJ L, 2024/1735, 28.6.2024, ELI: <http://data.europa.eu/eli/reg/2024/1735/oj>).

Amendment 9

Proposal for a regulation

Recital 13

(13) Regulation (EU) [202X/XX] of [...] ¹¹ establishes a common acceleration framework for environmental assessments in order to boost the Union's roll out of key technologies, reduce dependencies and strengthen competitiveness. Procedures linked to environmental assessments should be accelerated and streamlined for plans, programmes and projects across all sectors of the economy while maintaining high levels of protection of human health and of the environment. Some sectors may, however, require yet faster environmental assessments. Therefore, and in order to safeguard the coherence of the legal framework of environmental assessments, while allowing for the additional needs for acceleration in certain strategic sectors, Regulation (EU) [202X/XX] establishes a dedicated toolbox that should therefore be used in the context of this Regulation. Given their essential role in ensuring the achievement of the Union's climate objectives, and their contribution to the Union's resilience and economic security, energy-intensive industry decarbonisation projects, industrial manufacturing projects located in industrial manufacturing acceleration areas, and net-zero technology projects should be considered strategic projects within the meaning of Regulation (EU) [202X/XX] and therefore benefit from the dedicated toolbox established under that Regulation.

(13) Regulation **2025/0391** of [...] ¹¹ establishes a common acceleration framework for environmental assessments in order to boost the Union's roll out of key technologies, reduce dependencies and strengthen competitiveness. Procedures linked to environmental assessments should be accelerated and streamlined for plans, programmes and projects across all sectors of the economy while maintaining high levels of protection of human health and of the environment. Some sectors may, however, require yet faster environmental assessments. Therefore, and in order to safeguard the coherence of the legal framework of environmental assessments, while allowing for the additional needs for acceleration in certain strategic sectors, Regulation **2025/0391** establishes a dedicated toolbox that should therefore be used in the context of this Regulation. Given their essential role in ensuring the achievement of the Union's climate objectives, and their contribution to the Union's resilience and economic security, **joint** energy-intensive industry **and clean technology** decarbonisation **projects, circularity** projects, industrial manufacturing projects located in industrial manufacturing acceleration areas, and net-zero technology projects should be considered strategic projects within the meaning of Regulation **2025/0391**] and therefore benefit from the dedicated toolbox established under that Regulation.

¹¹ Proposal for a Regulation of the European Parliament and of the Council on speeding-up environmental assessments (COM/2025/984 final, 10.12.2025).

¹¹ Proposal for a Regulation of the European Parliament and of the Council on speeding-up environmental assessments (COM/2025/984 final, 10.12.2025).

Amendment 10
Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) Regulation (EU) 2024/1735 sets out provisions that streamline administrative and permit-granting processes for net-zero technology manufacturing projects. Some specific components in the supply chain of net-zero technologies are produced through energy-intensive production processes. Energy-intensive industry decarbonisation projects fall within the scope of Regulation (EU) 2024/1735 where the relevant facilities produce components that are part of the supply chain of a net-zero technology. However, energy-intensive facilities that do not produce components that are used in net-zero technologies are currently excluded from the scope of Regulation (EU) 2024/1735. This creates the risk of uneven conditions *of between* energy-intensive industries and slows down decarbonisation efforts. *All* energy-intensive decarbonisation projects should *therefore be subject* to the same permit-granting *processes*.

Amendment

(14) Regulation (EU) 2024/1735 sets out provisions that streamline administrative and permit-granting processes for net-zero technology manufacturing projects. Some specific components in the supply chain of net-zero technologies are produced through energy-intensive production processes. Energy-intensive industry decarbonisation projects fall within the scope of Regulation (EU) 2024/1735 where the relevant facilities produce components that are part of the supply chain of a net-zero technology. However, energy-intensive facilities that do not produce components that are used in net-zero technologies are currently excluded from the scope of Regulation (EU) 2024/1735. This creates the risk of uneven conditions *for* energy-intensive industries and slows down decarbonisation efforts. *All joint* energy-intensive *industry and clean technology* decarbonisation projects *that link the modernisation or decarbonisation of energy-intensive industrial installations with the deployment, scale-up or related supply chains of the clean technology solutions that are necessary for that modernisation or decarbonisation* should *also be subjected* to the same permit-granting *process*. *The Commission should be empowered to lay down criteria to support Member States in determining whether a project qualifies as such a project.*

Amendment 11
Proposal for a regulation
Recital 17 a (new)

Text proposed by the Commission

Amendment

(17a) Without prejudice to other requirements on equivalence of content of union origin for public procurement and other forms of public intervention and to

the requirements referred to in Article 11, the content originating in third countries which have not submitted their updated Nationally Determine Contributions (NDCs) to the UNFCCC, have not proven measurable progress in absolute greenhouse gas emissions reductions, do not have a trajectory to phase out fossil fuels and in particular the combustion of all types of coal, do not have a national carbon trading scheme in place and do not have effective commitments to international climate finance objectives under the UNFCCC and the Paris Agreement, should not be deemed to be of Union origin. For that purpose, third countries, on the basis of objective and verifiable evidence, should have taken measures or engaged in practices which do not materially undermine the Union's climate and carbon leakage prevention objectives. This includes that they have not ceased to implement their commitments under the Paris Agreement, by adopting policies that lead to a significant and sustained increase in greenhouse gas emissions in the sectors listed in Annex I of this Regulation, or by facilitating resource shuffling or other practices aimed at circumventing Regulation (EU) 2023/956 and Union customs legislation.

Amendment 12
Proposal for a regulation
Recital 17 b (new)

Text proposed by the Commission

Amendment

(17b) Without prejudice to other requirements on equivalence of content of Union origin for public procurement and other forms of public intervention, and to the requirements referred to in Article 11, the content originating in third countries should not be deemed to be of Union origin when it is shown, on the basis of objective evidence and having regard to

internationally recognised One Health indicators^{1a}, that the third country's regulatory framework and practices materially undermine the Union's health and environmental objectives.

^{1a} Regulation (EU) 2022/2371 of the European Parliament and of the Council of 23 November 2022 on serious cross-border threats to health and repealing Decision No 1082/2013/EU (OJ L 314, 6.12.2022, ELI: <http://data.europa.eu/eli/reg/2022/2371/oj>)

Amendment 13
Proposal for a regulation
Recital 19

Text proposed by the Commission

(19) Demand-side measures should focus on establishing low-carbon requirements for steel, cement and aluminium used in buildings, infrastructure and motor vehicles, where appropriate, since those sectors are the most energy-intensive industries. Targeted Union wide demand-side measures can help create lead markets for low-carbon and Union-produced energy-intensive industrial products, supporting decarbonisation while strengthening the Union's industrial base.

Amendment

(19) Demand-side measures should focus on establishing low-carbon requirements for steel, cement and aluminium used in buildings, infrastructure and motor vehicles, ***and green vessels, specialised vessels and vessels for short sea shipping***, where appropriate, since those sectors are the most energy-intensive industries. Targeted Union wide demand-side measures can help create lead markets for low-carbon and Union-produced energy-intensive industrial products, supporting decarbonisation while strengthening the Union's industrial base.

Amendment 14
Proposal for a regulation
Recital 20

Text proposed by the Commission

(20) Downstream sectors that account for a large share of demand for certain energy-intensive materials, such as the construction and automotive sectors,

Amendment

(20) Downstream sectors that account for a large share of demand for certain energy-intensive materials, such as the construction and automotive sectors ***and***

should be prioritised under this Regulation when establishing low-carbon requirements, Union origin requirements, or both. That is particularly appropriate given that such sectors are significantly subject to public procurement and support schemes, while the share of energy-intensive input in total production value is relatively small and therefore minimises the impact of any price premium.

maritime manufacturing, should be prioritised under this Regulation when establishing low-carbon requirements, Union origin requirements, or both. That is particularly appropriate given that such sectors are significantly subject to public procurement and support schemes, while the share of energy-intensive input in total production value is relatively small and therefore minimises the impact of any price premium.

Amendment 15
Proposal for a regulation
Recital 21 a (new)

Text proposed by the Commission

Amendment

(21a) For concrete and mortar, the progressive increase over time of the minimum shares of low-carbon and Union origin requirements should be aligned with Regulation (EU) 2024/3110 and the harmonised rules developed under that Regulation for assessing greenhouse gas emissions of construction products. Such increase should create predictable demand while reflecting the expected growth in the availability of low-carbon concrete, mortar, cement and related input materials in the Union.

Amendment 16
Proposal for a regulation
Recital 53

Text proposed by the Commission

Amendment

(53) Clustering industrial activity can contribute substantially to achieving the objectives of this Regulation and to strengthening certain strategic sectors in the internal market. It is therefore appropriate to promote the development of industrial manufacturing acceleration areas. Such areas should be limited in geographical scope in order to foster

(53) Clustering industrial activity can contribute substantially to achieving the objectives of this Regulation and to strengthening certain strategic sectors in the internal market. It is therefore appropriate to promote the development of industrial manufacturing acceleration areas. Such areas should be limited in geographical scope in order to foster

industrial symbiosis. When designating the areas, Member States should, in cooperation with regional authorities where appropriate, take into account industrial production (in particular for certain strategic sectors) and their regions' general level of development, with a focus on the less developed regions and those in transition. Furthermore, in order to strengthen the resilience, strategic autonomy **and** competitiveness of the Union's industrial base, the designation of industrial manufacturing acceleration areas should align with strategic projects and other Union initiatives such as Net-Zero Acceleration Valleys.

industrial symbiosis. When designating the areas **for joint energy-intensive industry and clean technology decarbonisation projects and circularity projects**, Member States should, in cooperation with regional authorities where appropriate, take into account industrial production (in particular for certain strategic sectors) and their regions' general level of development, with a focus on the less developed regions and those in transition **as well on the local environment and ecosystem**. Furthermore, in order to strengthen the resilience, strategic autonomy, competitiveness **and decarbonisation** of the Union's industrial base, the designation of industrial manufacturing acceleration areas should align with strategic projects and other Union initiatives such as Net-Zero Acceleration Valleys.

Amendment 17
Proposal for a regulation
Recital 53 a (new)

Text proposed by the Commission

Amendment

(53a) When designating such areas, Member States should give priority to projects that contribute to the decarbonisation of energy-intensive industries and the deployment of production capacity of decarbonised and resource-efficient products, including circular business practices that scale up the repair, reuse, remanufacturing or recycling of products and materials, thereby improving the Union's circular material use rate and overall resource efficiency.

Amendment 18
Proposal for a regulation
Recital 53 b (new)

Text proposed by the Commission

Amendment

(53b) The benefits of such areas may be greater if their designation is coordinated with the renewables acceleration areas designated pursuant to Directive (EU) 2018/2001, to facilitate access to renewable electricity for the electrification of industrial processes, and if it builds on existing circular economy infrastructure, including Trans-Regional Circularity Hubs and industrial symbiosis projects, to secure access to secondary raw materials and help close material loops regionally.

Amendment 19
Proposal for a regulation
Recital 53 c (new)

Text proposed by the Commission

Amendment

(53c) In order to foster public acceptance of industrial manufacturing acceleration areas and the projects developed therein, Member States should take appropriate measures to ensure the involvement of regional and local authorities, local communities and relevant stakeholders in the identification, designation and governance of such areas. Such involvement should contribute to effective territorial planning, facilitate the integration of industrial activities into local and regional development strategies and strengthen public support for industrial transformation. The United Nations Economic Commission for Europe Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters ("the Aarhus Convention"), in particular the provisions relating to public participation and access to justice, remain applicable.

Amendment 20
Proposal for a regulation

Recital 56

Text proposed by the Commission

(56) Sufficient and timely energy supply to the acceleration areas constitutes a fundamental enabling condition for their effective deployment and for the development of manufacturing activities. Reliable and accurate information on future energy demand contributes to cost-effective grid development. Member States should therefore prepare an analysis for each acceleration area, identifying its future energy needs. Such analysis should serve the purpose of providing information for the national grid planning thereby contributing to purposeful anticipatory grid investments and faster energy connections for the acceleration area. When defining the scope, Member States should take into account the availability of relevant transport and network infrastructure. The results of these assessments should be reflected in national network development plans to adequately capture future points of energy demand in upcoming grid planning.

Amendment

(56) Sufficient and timely **decarbonised** energy supply to the acceleration areas constitutes a fundamental enabling condition for their effective deployment and for the development of **industrial** manufacturing activities. Reliable and accurate information on future energy demand contributes to cost-effective grid development. Member States should therefore prepare an analysis for each acceleration area, identifying its future energy needs. Such analysis should serve the purpose of providing information for the national grid planning thereby contributing to purposeful anticipatory grid investments and faster energy connections for the acceleration area. When defining the scope, Member States should take into account the availability of relevant transport and network infrastructure. The results of these assessments should be reflected in national network development plans to adequately capture future points of energy demand in upcoming grid planning.

Amendment 21

Proposal for a regulation

Recital 56 a (new)

Text proposed by the Commission

Amendment

(56a) The availability of water resources constitutes an important enabling condition for the effective deployment of acceleration areas and for the development of industrial manufacturing activities. When designating acceleration areas, Member States should therefore take into account, the availability of water resources and the projected long-term water demand of industrial manufacturing activities within such areas. Such assessment should consider existing and foreseeable water stress,

competing water uses and the need to ensure the sustainable management, efficiency and resilience of water resources.

Amendment 22
Proposal for a regulation
Recital 56 b (new)

Text proposed by the Commission

Amendment

(56b) The consideration of climate risks constitutes an important element for the effective deployment and long-term resilience of acceleration areas and the continuity of industrial manufacturing activities. Industrial activities may be affected by physical climate risks, including droughts, floods, wildfires, storms and other climate-related hazards, which can disrupt operations, critical infrastructure and supply chains. When designating industrial acceleration areas, Member States should therefore take into account current and projected climate risks affecting such areas and ensure that their designation contributes to the long-term resilience and continuity of industrial manufacturing activities.

Amendment 23
Proposal for a regulation
Recital 57

Text proposed by the Commission

Amendment

(57) Where industrial manufacturing acceleration areas are set up, their designation should correspond to the potential to access or organise education and training opportunities to ensure the availability of skilled labour.

(57) Where industrial manufacturing acceleration areas are set up, their designation should correspond to the potential to access or organise education and training opportunities to ensure the availability of skilled labour ***as well as to the availability of secondary raw materials and the presence of collection, disassembly, repair, reuse, remanufacturing and recycling***

operations.

Amendment 24
Proposal for a regulation
Recital 57 a (new)

Text proposed by the Commission

Amendment

(57a) When designating industrial manufacturing acceleration areas, Member States should use all appropriate and proportionate tools and datasets to identify areas where energy-intensive industry decarbonisation projects and circularity projects are not expected to have significant environmental impacts. Member States should prioritise locations outside Natura 2000 sites, areas designated under national protection schemes for nature and biodiversity conservation, other areas identified on the basis of sensitivity mapping, and protected areas referred to in Article 6 of Directive 2000/60/EC. Such sites and areas may nevertheless be designated as industrial manufacturing acceleration areas, if there is no satisfactory alternative or if industrial projects are already deployed in those sites and areas. The designation of a manufacturing acceleration area referred to in Article 25 takes place at planning level. It precedes the permit-granting procedures, referred to in Article 27, for individual projects subsequently developed within that area. Before issuing the aggregated baseline permit, Member States should carry out the assessments required under applicable Union environmental law, in particular under Council Directive 92/43/EEC and Directive 2009/147/EC. Where applicable, those assessments should include the environmental assessments required under Directive 2011/92/EU, covering the cumulative effects of the projects covered by that permit together with other existing or approved projects, as referred to in

Amendment 25
Proposal for a regulation
Recital 58

Text proposed by the Commission

(58) To promote the development of industrial manufacturing acceleration areas and to expedite the permit-granting procedures necessary for ***industrial activities*** within those areas, Member States should establish an aggregated baseline permit reflecting the specific characteristics of each identified industrial acceleration area and tailored to the industrial manufacturing sector or sectors to be deployed therein. That aggregated baseline permit issued by public authorities should cover the permits commonly required for such activities within the area, excluding those permits that are installation specific, such as those required under Directive 2010/75/EU of the European Parliament and of the Council²⁹ and the grid connection permit. Consequently, project promoters should be required to obtain additional permits only for activities not covered by the aggregated baseline permit as well as environmental assessments where required. In case of activities potentially affecting Union and nationally protected sites, relevant permits should be granted only after having ensured that the activities are compatible with the conservation objectives of these sites. Such approach should significantly accelerate permit-granting procedures and reduce the administrative burden associated with them whilst maintaining high level of environmental standards.

²⁹ Directive 2010/75/EU of the European Parliament and of the Council of 24

Amendment

(58) To promote the development of industrial manufacturing acceleration areas and to expedite the permit-granting procedures necessary for ***joint energy-intensive industry and clean technology, decarbonisation projects and circularity projects*** within those areas, Member States should establish an aggregated baseline permit reflecting the specific characteristics of each identified industrial acceleration area and tailored to the industrial manufacturing sector or sectors to be deployed therein. That aggregated baseline permit issued by public authorities should cover the permits commonly required for such activities within the area, excluding those permits that are installation specific, such as those required under Directive 2010/75/EU of the European Parliament and of the Council²⁹ and the grid connection permit. Consequently, project promoters should be required to obtain additional permits only for activities not covered by the aggregated baseline permit as well as environmental assessments where required. In case of activities potentially affecting Union and nationally protected sites, relevant permits should be granted only after having ensured that the activities are compatible with the conservation objectives of these sites. Such approach should significantly accelerate permit-granting procedures and reduce the administrative burden associated with them whilst maintaining high level of environmental standards.

²⁹ Directive 2010/75/EU of the European Parliament and of the Council of 24

November 2010 on industrial emissions
(integrated pollution prevention and
control) (OJ L 334, 17.12.2010, p. 17, ELI:
<http://data.europa.eu/eli/dir/2010/75/oj>).

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<http://data.europa.eu/eli/dir/2010/75/oj>).

Amendment 26
Proposal for a regulation
Recital 69 a (new)

Text proposed by the Commission

Amendment

(69a) When assessing whether the application of one or several of the pre-qualification and award criteria results in disproportionate costs or significant delays to the delivery of a project due to the unavailability of the required components or final products, Member States should take into account the specific circumstances of each auction. Regardless of the percentage threshold established, the assessment of whether estimated cost differences are disproportionate should be based on objective, transparent and verifiable data and should take into account relevant qualitative criteria, including market conditions, the availability of suitable alternatives and the potential impact on the implementation of the project. Delays in excess of twelve months, established on the basis of objective, transparent and verifiable data, should be presumed to be significant.

Amendment 27
Proposal for a regulation
Recital 81 a (new)

Text proposed by the Commission

Amendment

(81a) The Industrial Accelerator Act represents an opportunity to shape a renewed European industrial policy by equipping the Union with ambitious and innovative tools to strengthen its manufacturing base. Building on the

Clean Industrial Deal, sectoral action plans should serve as a central instrument to tailor Union action to the specific needs of each industrial sector and value chain. Developed by the Commission, they should set clear objectives and implementation pathways to enhance industrial capacity, resilience, competitiveness and decarbonisation, while identifying key challenges and ensuring the coordinated mobilisation and adaptation of existing Union instruments, taking into account the specificities of European and regional industrial ecosystems, including SMEs.

Amendment 28
Proposal for a regulation
Article 1 – paragraph 1

Text proposed by the Commission

1. This Regulation aims at improving the functioning of the internal market by establishing a framework to support the development, competitiveness *and* resilience of the Union's manufacturing sector, with a focus on selected strategic sectors, while contributing to the Union's climate *objective*, economic security and the creation, retention of, and transition into high-quality jobs.

Amendment

1. This Regulation aims at improving the functioning of the internal market by establishing a framework to support the development, competitiveness, resilience, *decarbonisation, circularity and resource efficiency* of the Union's manufacturing sector, with a focus on selected *strategic* sectors, while contributing to the Union's climate *and decarbonisation objectives*, economic security and the creation, retention of, and transition into high-quality jobs.

Amendment 29
Proposal for a regulation
Article 1 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(da) facilitate and incentivise joint energy-intensive industry and clean technology decarbonisation projects that combine components to modernise and decarbonise existing or new energy-intensive industrial installations through

the deployment of proven and mature clean technologies.

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

Text proposed by the Commission

Amendment

2a. To reach the objective referred to in paragraph 1 and to coordinate the measures referred to in paragraph 2 with the mobilisation and adaptation of Union instruments, the European Commission shall establish and adopt sectoral action plans setting out objectives and implementation pathways on a sector-by-sector and value chain by value chain basis.

Amendment 31
Proposal for a regulation
Article 2 – paragraph 1

Text proposed by the Commission

Amendment

The Union and Member States shall seek to ensure that by 2035 the manufacturing industry of the Union accounts for at least 20% of the Union's gross domestic product.

The Union and Member States shall seek to ensure that by 2035 the manufacturing industry of the Union accounts for at least 20% of the Union's gross domestic product **and that this objective is pursued in a manner consistent with, and contributing to, the achievement of the Union's climate and environmental objectives.**

Amendment 32
Proposal for a regulation
Article 3 – paragraph 1 – point 3

Text proposed by the Commission

Amendment

(3) 'energy-intensive industry decarbonisation projects' means the construction or conversion of the commercial facility of an energy-intensive business as defined in Article 17(1), point

(3) '**joint energy-intensive and clean-technology** industry decarbonisation projects means the construction or conversion of the commercial facility of an energy-intensive business as defined in

(a), of Council Directive 2003/96/EC³³ ***in the energy- intensive industries listed in point 1 of Annex I to this Regulation that*** reduce emission rates of CO₂ -eq of industrial processes significantly and permanently to an extent which is technically feasible;

³³ Council Directive 2003/96/EC of 27 October 2003 restructuring the Community framework for the taxation of energy products and electricity (OJ L 283, 31.10.2003, pp. 51–70, ELI: <http://data.europa.eu/eli/dir/2003/96/oj>).

Article 17(1), point (a), of Council Directive 2003/96/EC³³ ***with components to modernise and decarbonise existing or new energy-intensive industrial installations through the deployment of proven and mature clean technologies as defined in Commission Delegated Regulation (EU) 2025/1463 of 23 May 2025 amending Regulation (EU) 2024/1735^{33a} of the European Parliament and of the Council as regards the identification of sub-categories within net-zero technologies and the list of specific components used for those technologies, providing those*** reduce emission rates of CO₂ -eq of industrial processes significantly and permanently to an extent which is technically feasible;

³³ Council Directive 2003/96/EC of 27 October 2003 restructuring the Community framework for the taxation of energy products and electricity (OJ L 283, 31.10.2003, pp. 51–70, ELI: <http://data.europa.eu/eli/dir/2003/96/oj>).

^{33a} ***Commission Delegated Regulation (EU) 2025/1463 of 23 May 2025 amending Regulation (EU) 2024/1735 of the European Parliament and of the Council as regards the identification of sub-categories within net-zero technologies and the list of specific components used for those technologies (OJ L, 28.7.2025, ELI: http://data.europa.eu/eli/reg_del/2025/1463/oj).***

Amendment 33
Proposal for a regulation
Article 3 – paragraph 1 – point 3 a (new)

Text proposed by the Commission

Amendment

(3a) ‘circularity project’ means a project that makes a substantial

contribution to the transition to a circular economy within the meaning of Article 13(1) of Regulation (EU) 2020/852, including, but not limited to, projects consisting of or including economic activities covered by the technical screening criteria set out in Annex II to Commission Delegated Regulation (EU) 2023/2486. The Commission may adopt guidelines specifying the methodology and relevant indicators for assessing the substantial contribution of projects not covered by the technical screening criteria referred to in the second subparagraph, which contribute to improvements in resource efficiency, reductions in the use of primary raw materials, increased use of secondary raw materials, and the prevention, reuse, repair, remanufacturing or recycling of waste, products and materials;

Amendment 34
Proposal for a regulation
Article 3 – paragraph 1 – point 5 a (new)

Text proposed by the Commission

Amendment

(5a) ‘industrial sectoral action plan’ sets out objectives and implementation pathways and, where appropriate, targeted measures for a specific industrial sector or value chain, carried out on a sector-by-sector and value chain by value chain basis, taking into account the structure and needs of the relevant industrial ecosystems, at regional and European level, including the role of small and medium-sized enterprises (SMEs), and the Union’s overall industrial, environmental and climate objectives;

Amendment 35
Proposal for a regulation
Article 3 – paragraph 1 – point 16

Text proposed by the Commission

(16) ‘sustainable carbon sources’ means biomass that complies with the sustainability criteria laid down in Article 29 of Directive (EU) 2018/2001, waste and carbon from capturing carbon dioxide emissions.

Amendment

(16) ‘sustainable carbon sources’ means biomass that complies with the sustainability criteria laid down in Article 29 of Directive (EU) 2018/2001, waste and carbon from capturing carbon dioxide emissions ***from hard-to-abate industrial process emissions***.

Amendment 36

Proposal for a regulation

Article 3 – paragraph 1 – point 30 a (new)

Text proposed by the Commission

Amendment

(30a) ‘Maritime manufacturing industry’ means shipbuilding, ship repair, ship conversion, ship maintenance, ship recycling and maritime equipment manufacturing activities;

Amendment 37

Proposal for a regulation

Article 4 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

The single access ***points*** shall automatically attribute the permit applications to the relevant authority, inform the applicant about all steps of the permit-granting procedure, the status of the procedure and of the decisions of the relevant authorities, and enable the applicant to check compliance with applicable deadlines. To that effect the single access ***points*** shall use the European Business Wallets established pursuant to [Proposal for a Regulation on the establishment of European Business Wallets].

The single access ***point*** shall automatically attribute the permit applications to the relevant authority, inform the applicant about all steps of the permit-granting procedure, the status of the procedure and of the decisions of the relevant authorities, and enable the applicant to check compliance with applicable deadlines. To that effect the single access ***point*** shall ***also*** use the European Business Wallets established pursuant to [Proposal for a Regulation on the establishment of European Business Wallets], ***when applicable***.

Amendment 38

Proposal for a regulation

Article 4 – paragraph 2 – subparagraph 2 – introductory part

Text proposed by the Commission

Through the use of European Business Wallets, the single access **points** shall enable:

Amendment

Through the use of European Business Wallets, the single access **point** shall enable:

Amendment 39 **Proposal for a regulation** **Article 4 – paragraph 3**

Text proposed by the Commission

3. When setting up the single access **points**, Member States shall, where appropriate, make use of existing Union digital infrastructure, catalogues and building blocks established by Union law.

Amendment

3. When setting up the single access **point**, Member States shall, where appropriate, make use of existing **national or** Union digital infrastructure, catalogues and building blocks established by Union law.

Amendment 40 **Proposal for a regulation** **Article 5 – paragraph 1**

Text proposed by the Commission

1. Member States shall establish a single permit-granting procedure based on a single application covering all permits required for industrial manufacturing projects.

Amendment

1. Member States shall establish a single permit-granting procedure based on a single application covering all permits required for industrial manufacturing projects. ***Applicants are entitled, but not obliged, to make use of the single application. Where permits relate to specific installations, sites and emissions, these applications should be established without merging their legal bases or affecting the substantive requirements, assessment procedures, any applicable environmental assessments, or permit-specific conditions applicable under the Union law.***

Amendment 41 **Proposal for a regulation** **Article 5 – paragraph 2**

Text proposed by the Commission

2. Member States shall designate a **competent authority** to coordinate the permit-granting procedure referred to in paragraph 1 in order to ensure the adoption and issue of a comprehensive decision within the applicable time limit.

Amendment

2. Member States shall designate a **single point of contact** to coordinate the permit-granting procedure referred to in paragraph 1 in order to ensure the adoption and issue of a comprehensive decision within the applicable time limit.

Amendment 42
Proposal for a regulation
Article 5 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Where a single point of contact exists or is required under national law for an overall permit-granting process pursuant to other Union or national legislation, the environmental single point of contact referred to in paragraph 1 shall be the same as the one established for that overall permit-granting procedure.

Amendment 43
Proposal for a regulation
Article 5 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Amendment

No later than 45 days from the receipt of the application for a permit for industrial manufacturing projects, the **competent authority** shall either acknowledge that the application is complete or request any missing information needed to process the application.

No later than 45 days from the receipt of the application for a permit for industrial manufacturing projects, the **single point of contact** shall either acknowledge that the application is complete or request any missing information needed to process the application.

Amendment 44
Proposal for a regulation
Article 5 – paragraph 3 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

Where other Union legislation establishes shorter timelines than the ones set out in paragraph 3 of this Article, those shorter deadlines shall apply.

Amendment 45
Proposal for a regulation
Article 6 – title

Text proposed by the Commission

Energy-intensive industry decarbonisation projects

Amendment

Joint energy-intensive industry ***and clean-technology*** decarbonisation ***and circularity*** projects

Amendment 46
Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission

1. Chapter II, Section II, of Regulation (EU) 2024/1735 shall apply to all energy-intensive industry decarbonisation projects.

Amendment

1. Chapter II, Section II, of Regulation (EU) 2024/1735 shall apply to all ***joint*** energy-intensive industry ***and clean-technology*** decarbonisation projects, ***as well as circularity projects***.

Amendment 47
Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

2. All energy-intensive industry decarbonisation projects shall be considered strategic projects contributing to resilience and decarbonisation or resource efficiency for the purposes of [Article 14 of Proposal for a Regulation on speeding-up environmental assessment]. Points 1, 2 and 3 of the Annex in that Regulation shall apply.

Amendment

2. All energy-intensive industry ***and clean-technology*** decarbonisation projects ***and circularity projects that*** shall be considered strategic projects contributing to resilience and decarbonisation or resource efficiency for the purposes of [Article 14 of Proposal for a Regulation on speeding-up environmental assessment]. Points 1, 2 and 3 of the Annex to Regulation (EU) 2024/1735 shall apply.

Amendment 48
Proposal for a regulation
Article 6 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The Commission shall adopt delegated acts in accordance with Article 30 to supplement this Regulation by laying down criteria to support Member States in determining whether a project qualifies as an energy-intensive industry and clean-technology decarbonisation project.

Amendment 49
Proposal for a regulation
Article 7 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. For steel products, components and assembled final products containing steel, in accordance with Regulation (EU 2025/0726, only steel that has been originally melted and poured within the Union shall qualify as being of Union origin.

Amendment 50
Proposal for a regulation
Article 7 a (new)

Text proposed by the Commission

Amendment

Article 7a

Sectoral action plans

1. The Commission shall establish the sectoral action plans referred to in this Regulation. Those plans shall:

(a) set out, for each relevant industrial sector and value chain, a coherent strategy and clear objectives — including, for example, the recovery of market share, job creation, and the reduction of

strategic dependencies — and implementation pathways aimed at strengthening the Union’s industrial capacity, resilience and decarbonisation in line with the Union’s climate and environmental objectives;

(b) identify the main challenges and bottlenecks affecting the development of the sector, including those related to research and innovation, investments, including in production capacity and related to ports’ infrastructures, supply chains, skills, regulatory barriers, trade dynamics and propose appropriate solutions to address them;

(c) ensure the coordinated mobilisation of relevant Union instruments, in particular those under this legislation, the Clean Industrial Deal, state aids rules, trade defence instruments;

(d) adapt the tools established under this Regulation to the specific needs of each sector and value chain, including through the use of existing delegated powers, where appropriate.

2. The preparation and implementation of the sectoral action plans shall not delay the application of the general provisions of this Regulation.

Amendment 51

Proposal for a regulation

Article 10 – paragraph 1 – point a

Text proposed by the Commission

(a) for construction products referred to in Regulation (EU) 2024/3110 and covered by a harmonised technical specification or a European Technical Assessment, the delegated acts adopted pursuant to Article 5(5) or Article 22(9) of Regulation (EU) 2024/3110;

Amendment

(a) ***no later than [OP please insert date: six months after entry into force],*** for construction products referred to in Regulation (EU) 2024/3110 and covered by a harmonised technical specification or a European Technical Assessment, ***and for the complementary conformity assessment procedure,*** the delegated acts adopted pursuant to Article 5(5) or Article 22(9) of

Amendment 52
Proposal for a regulation
Article 10 – paragraph 1 – point b

Text proposed by the Commission

(b) for all other products, delegated acts adopted pursuant to Article 4 of Regulation (EU) 2024/1781, as applicable.

Amendment

(b) ***no later than [OP please insert date: six months after entry into force],*** for all other products, delegated acts adopted pursuant to Article 4 of Regulation (EU) 2024/1781, as applicable;

Amendment 53
Proposal for a regulation
Article 10 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) ***no later than [OP please insert date: three months after entry into force], for steel, delegated acts adopted pursuant to Article 4 of Regulation (EU) 2024/1781.***

Amendment 54
Proposal for a regulation
Article 10 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

To support the creation of lead markets by ***informing*** investment decisions towards products granted a lower greenhouse gas intensity performance class, the Commission ***is empowered to*** adopt delegated acts in accordance with Article 30 in order to supplement this Regulation by establishing voluntary classification systems based on the greenhouse gas intensity for products manufactured through activities listed in Annex I of Directive 2003/87/EC ('industrial products') when they are placed on the Union market, to the extent that these

To support the creation of lead markets by ***steering*** investment decisions towards products granted a lower greenhouse gas intensity performance class ***with the aim of incentivising investment in the decarbonisation of products and production processes, including through the reduction of fossil fuel use and, where relevant, towards fossil free production processes,*** the Commission ***shall, following the adoption of the requirements set out in paragraph 1,*** adopt delegated acts in accordance with Article 30 in order to supplement this

products are not already regulated by a Delegated Act under Regulation (EU) 2024/1781 or included in the working plans adopted in accordance with ***that Regulation***.

Regulation by establishing voluntary classification systems based on the greenhouse gas intensity for products manufactured through activities listed in Annex I of Directive 2003/87/EC ('industrial products') when ***these*** are placed on the Union market to the extent that these products are not already regulated by a Delegated Act under Regulation (EU) 2024/1781, ***Regulation (EU) 2024/3110***, or included in the working plans adopted in accordance with ***those Regulations. These delegated acts shall be regularly reviewed and updated.***

Amendment 55

Proposal for a regulation

Article 10 – paragraph 2 – subparagraph 3 – point e

Text proposed by the Commission

(e) ***complementary rules concerning the governance of the label***, including ***competent entities***; and

Amendment

(e) ***the need to incentivise the uptake of secondary raw materials*** including ***recycled, reused or repurposed materials in all production routes***; and

Amendment 56

Proposal for a regulation

Article 10 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Within 6 months following the adoption of the classification systems referred to in paragraph 2, the Commission shall adopt delegated acts in accordance with Article 30 to supplement this Regulation by establishing performance classes based on those classification systems and determining the maximum greenhouse gas intensity threshold below which a product shall be considered low-carbon.

The Commission shall review, at least annually, the number of performance

classes and the thresholds between them and, where necessary, revise them by means of delegated acts adopted in accordance with Article 30, with a view to keeping them representative of the market reality and of expected developments in the market.

Amendment 57

Proposal for a regulation

Article 11 – paragraph 3 – point c

Text proposed by the Commission

(c) their application would require a contracting authority or contracting entity to acquire goods, services or works having disproportionate costs or would result in technical incompatibility in their operation and maintenance. Estimated cost differences exceeding 25%, based on objective and transparent data, may be presumed by contracting authorities and contracting entities to be disproportionate.

Amendment

(c) their application would require a contracting authority or contracting entity to acquire goods, services or works having disproportionate costs or would result in technical incompatibility in their operation and maintenance. Estimated cost differences exceeding 25%, based on objective and transparent data, may be presumed by contracting authorities and contracting entities to be disproportionate. ***The 25% shall be assessed at the level of the overall project or investment concerned and not at the level of individual components or basic materials.***

Justification

It is important to calculate disproportionate cost differences in the frame of the overall project delivery for the goods or services, rather than just considering subcontracted material supply costs, which typically make a small proportion of overall final product costs. This will avoid loopholes where contracting authorities avoid having to purchase low-carbon steel based on materials' costs alone despite increasing overall costs by a small amount (e.g. cars >0.5%, wind turbines <5%).

Amendment 58

Proposal for a regulation

Article 12 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Without prejudice to Articles 107 and 108

Amendment

Without prejudice to Articles 107 and 108

TFEU, Member States shall design public support schemes in a way that they contribute to the objective of strengthening the Union's strategic industrial value chains through the Union origin **requirements**, low-carbon content requirements, **or both**, laid down in Part II of Annex II and Part II of Annex III, in accordance with Articles 9 and 10 and without prejudice to Article 13.

TFEU, Member States shall design **new** public support **schemes or update existing** schemes in a way that they contribute to the objective of strengthening the Union's strategic industrial value chains through the Union origin **and** low-carbon content requirements, laid down in Part II of Annex II and Part II of Annex III **to this Regulation**, in accordance with Articles 9 and 10 and without prejudice to Article 13 **of this Regulation**.

Amendment 59

Proposal for a regulation

Article 12 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Member States shall apply the requirements referred to in the first subparagraph to public support schemes accounting for at least **45%** of the total national budget allocated to the public support schemes covered by Part II of Annex II and accounting for 100% of the total national budget allocated to the public support schemes covered by Part II of Annex III.

Amendment

Member States shall apply the requirements referred to in the first subparagraph to public support schemes accounting for at least **90%** of the total national budget allocated to the public support schemes covered by Part II of Annex II and accounting for 100% of the total national budget allocated to the public support schemes covered by Part II of Annex III **to this Regulation**.

Amendment 60

Proposal for a regulation

Article 12 – paragraph 3 – point a

Text proposed by the Commission

(a) would lead to significant delays due to the unavailability of the required components or final products. Estimated delays in excess of seven months, based on objective, transparent and verifiable data, may be presumed to be significant;

Amendment

deleted

Amendment 61

Proposal for a regulation

Article 12 – paragraph 3 – point b

Text proposed by the Commission

(b) would incur disproportionate costs. Disproportionate costs shall be presumed to exist where, based on objective, transparent and verifiable data, compliance would increase the cost of the underlying final product or technology by more than **30%**.

Amendment

(b) would incur disproportionate costs. Disproportionate costs shall be presumed to exist where, based on objective, transparent and verifiable data, compliance would increase the cost of the underlying final product or technology by more than **40%, until the adoption of the delegated act by the Commission referred to in the second subparagraph;**

Amendment 62

Proposal for a regulation

Article 12 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. The Commission shall adopt, by [OP: Please insert the date = six months after the date of entry into force of this Regulation], a delegated act in accordance with Article 30 to specify and differentiate the cost differences referred to in Article 12, paragraph 3, point 3, by category of products covered by this Regulation.

Amendment 63

Proposal for a regulation

Article 14 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) ‘made in the EU’ shall be equivalent to the ‘Union origin’ referred to in Article 7 of this Regulation.

(b) ‘made in the EU’ shall be equivalent to the ‘Union origin’ referred to in Article 7 of this Regulation **and refer to the country of “melt and pour” in accordance with Regulation EU 2025/0726.**

Amendment 64

Proposal for a regulation

Article 15 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

From [OP please insert date: six months after entry into force], when issuing a battery passport for each electric vehicle battery placed on the Union's market according to Article 77 of Regulation (EU) 2023/1542, for batteries in compliance with the relevant Union origin requirements laid down in Annex III to this Regulation, manufacturers shall provide an accompanying document certifying the compliance of that battery.

Amendment 65

Proposal for a regulation

Article 16 – paragraph 1 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

(a) the production and sales of substances and mixtures of Union origin derived from sustainable carbon sources;

(a) the production and sales of substances and mixtures of Union origin derived from sustainable carbon sources, ***with the exception of substances of very high concern;***

Amendment 66

Proposal for a regulation

Article 16 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(b) the use in products made available on the market of substances and mixtures of Union origin derived from sustainable carbon sources.

(b) the use in products made available on the market of substances and mixtures of Union origin derived from sustainable carbon sources, ***with the exception of the use of substances of very high concern.***

Amendment 67

Proposal for a regulation

Article 16 – paragraph 1 – subparagraph 2 – point a

Text proposed by the Commission

Amendment

(a) the contribution of the requirements

(a) the contribution of the requirements

to the Union's objective of economic security, resilience and climate neutrality set out in Regulation (EU) 2021/1119;

to the Union's objective of economic security, resilience, **resource efficiency, environmental protection** and climate neutrality set out in Regulation (EU) 2021/1119;

Amendment 68

Proposal for a regulation

Article 16 – paragraph 2 – introductory part

Text proposed by the Commission

2. The Commission is empowered to adopt delegated acts in accordance with Article 30 in order to amend Annex II **or** Annex III **concerning** the Union origin requirements, low-carbon requirements **or both set out** for products referred to therein, taking into account the following criteria:

Amendment

2. The Commission is empowered to adopt delegated acts in accordance with Article 30 in order to amend Annex II, Annex III, **or Annex IIIa (new) to strengthen** the Union origin requirements, **the list of strategic equipment and technologies for which EU-origin sourcing is required**, low-carbon requirements, **or all three of those elements** for products referred to therein, taking into account the following criteria:

Amendment 69

Proposal for a regulation

Article 16 – paragraph 2 – point c

Text proposed by the Commission

(c) the contribution of the requirements to the Union's objective of public order, economic security, resilience and climate neutrality set out in Regulation (EU) 2021/1119;

Amendment

(c) the contribution of the requirements to the Union's objective of public order, economic security, resilience, **resource efficiency, environmental protection** and climate neutrality set out in Regulation (EU) 2021/1119;

Amendment 70

Proposal for a regulation

Article 16 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The Commission is empowered to adopt delegated acts in accordance with Article 30 to supplement Annex III bis

with Union origin requirements for vessels and maritime equipment, establishing:

(a) a minimum percentage of European content, expressed as a percentage of the total value of the vessel or maritime equipment;

(b) a list of strategic maritime equipment and technologies for which EU-origin sourcing is required as a condition of eligibility under public procurement and public support schemes.

The delegated acts referred to in this paragraph shall be based on a sector-specific impact assessment and shall be subject to regular review. Relevant stakeholders shall be consulted through a structured mechanism in the preparation of such delegated acts.

Amendment 71

Proposal for a regulation

Article 17 – paragraph 2 – point a

Text proposed by the Commission

(a) battery technologies and its value chain for battery energy storage systems;

Amendment

(a) battery **and energy storage** technologies and the value chain for battery energy storage systems, **including battery recycling**;

Amendment 72

Proposal for a regulation

Article 17 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) **onshore wind and offshore renewable technologies**;

Amendment 73

Proposal for a regulation

Article 17 – paragraph 2 – point c b (new)

Text proposed by the Commission

Amendment

(cb) heat pumps and geothermal energy technologies;

Amendment 74

Proposal for a regulation

Article 17 – paragraph 2 – point c c (new)

Text proposed by the Commission

Amendment

(cc) hydrogen technologies, including electrolyzers and fuel cells;

Amendment 75

Proposal for a regulation

Article 17 – paragraph 2 – point c d (new)

Text proposed by the Commission

Amendment

(cd) hydropower technologies;

Amendment 76

Proposal for a regulation

Article 17 – paragraph 2 – point c e (new)

Text proposed by the Commission

Amendment

(ce) renewable energy technologies, not covered under the previous categories;

Amendment 77

Proposal for a regulation

Article 17 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) extraction, processing and recycling of critical raw materials.

(d) extraction, processing and recycling of critical raw materials *and scraps*.

Amendment 78

Proposal for a regulation

Article 25 – title

Text proposed by the Commission

Designating national industrial manufacturing acceleration areas

Amendment

Designating national industrial manufacturing acceleration areas ***for joint energy-intensive industry and clean technology, decarbonisation and circularity projects***

Amendment 79
Proposal for a regulation
Article 25 – paragraph 1

Text proposed by the Commission

1. Member States shall designate at least one industrial manufacturing acceleration area on their territory by [OP please insert date: 12 months following the entry into force of this Regulation] to cluster industrial manufacturing projects in one or several of the strategic sectors listed in Annex I.

Amendment

1. Member States shall designate at least one industrial manufacturing acceleration area on their territory by [OP please insert date: 12 months following the entry into force of this Regulation] to cluster industrial manufacturing projects, ***in line with energy-intensive industry, or circularity objectives*** in one or several of the strategic sectors listed in Annex I.

Amendment 80
Proposal for a regulation
Article 25 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Net-Zero Acceleration Valleys already designated pursuant to Article 17 of Regulation (EU) 2024/1735 shall be deemed to be industrial manufacturing acceleration areas for the purposes of this Regulation, as long as they fulfil the criteria under this Article.

Amendment 81
Proposal for a regulation
Article 25 – paragraph 2 – introductory part

Text proposed by the Commission

2. Member States shall designate

Amendment

2. Member States shall designate

industrial manufacturing acceleration areas by decision, on the basis of the following elements:

Amendment 82

Proposal for a regulation

Article 25 – paragraph 2 – point d

Text proposed by the Commission

(d) the Member State's regions' level of development, including least developed areas, regions in transition, ***and those*** undergoing industrial transformation.

Amendment 83

Proposal for a regulation

Article 25 – paragraph 2 a (new)

Text proposed by the Commission

industrial manufacturing acceleration areas ***referred to in paragraph 1*** by decision, on the basis of the following elements:

Amendment

(d) the Member State's regions' level of development, including least developed areas, regions in transition, ***regions*** undergoing industrial transformation ***and those with specific territorial characteristics, including outer most regions, islands and coastal areas.***

Amendment

2a. Industrial manufacturing acceleration areas may comprise newly designated sites as well as existing industrial sites or industrial clusters hosting manufacturing activities.

When designating existing industrial sites as industrial manufacturing acceleration areas, Member States shall prioritise territories of existing industrial clusters where one or more installations are engaged in joint energy-intensive industry and clean technology decarbonisation projects or circularity projects.

For the purposes of this paragraph, Member States may establish the potential of existing industrial sites and other already developed surfaces by reference to their capacity for modernisation, expansion, repurposing or decarbonisation of industrial activities, including through the deployment of clean technology solutions, the

integration of new technologies and processes, the development of related supply chains, and the implementation of joint energy-intensive and clean technology decarbonisation projects or circularity projects.

Amendment 84
Proposal for a regulation
Article 25 – paragraph 3 – point a

Text proposed by the Commission

(a) define a clear geographic scope for the acceleration area;

Amendment

(a) define a clear geographic scope for the acceleration area, *taking into account the geographic spread of relevant sector*;

Amendment 85
Proposal for a regulation
Article 25 – paragraph 3 – point a a (new)

Text proposed by the Commission

Amendment

(aa) *involve regional and local authorities, where they exercise relevant competences under national law, local communities and relevant stakeholders in the identification and designation of industrial manufacturing acceleration areas, taking into account existing territorial planning and regional development strategies;*

Amendment 86
Proposal for a regulation
Article 25 – paragraph 3 – point a b (new)

Text proposed by the Commission

Amendment

(ab) *prioritise projects contributing to the decarbonisation of energy-intensive industries and the deployment of production capacity of decarbonised and resource-efficient products, including decarbonisation and circular business practices that scale up the repair, reuse,*

remanufacturing or recycling of products and materials, thereby improving the Union's circular material use rate and overall resource efficiency. Such activities may include the processing and refining of primary and secondary critical raw materials, including through hydrometallurgical, pyrometallurgical and other complex processing; the recycling and recovery of critical raw materials from waste streams; and activities that retain the value of critical raw materials in the economy, including the reuse, repurposing and remanufacturing of products and components containing such materials;

Amendment 87

Proposal for a regulation

Article 25 – paragraph 3 – point b

Text proposed by the Commission

(b) *prioritise* locations where the *deployment of* a specific sector or sectors *of industrial manufacturing projects is not expected to* have a significant environmental impact;

Amendment

(b) *use all appropriate tools and geospatial datasets, to select* locations where the *manufacturing industries in* a specific sector or sectors *listed in Annex I would not* have a significant environmental impact;

Amendment 88

Proposal for a regulation

Article 25 – paragraph 3 – point c

Text proposed by the Commission

(c) prioritise locations outside Natura 2000 sites and outside areas designated under national protection schemes for nature and biodiversity conservation, as well as other areas identified on the basis of sensitivity maps and outside protected areas as referred to in Article 6 of Directive 2000/60/EC;

Amendment

(c) prioritise locations outside Natura 2000 sites and outside areas designated under national protection schemes for nature and biodiversity conservation, as well as other areas identified on the basis of sensitivity maps and outside protected areas as referred to in Article 6 of Directive 2000/60/EC. *Such site or area may be designated that there is no satisfactory alternative or that industrial projects are*

already deployed in such a site or area;

Amendment 89

Proposal for a regulation

Article 25 – paragraph 3 – point d

Text proposed by the Commission

(d) *take into account climate risks in the areas designated;*

Amendment

(d) *prioritise areas where, in view of their particular characteristics, the deployment of such projects is not expected to have a significant climate impact;*

Amendment 90

Proposal for a regulation

Article 25 – paragraph 3 – point e

Text proposed by the Commission

(e) prioritise artificial and built surfaces, industrial sites, and brownfield sites, as well as already identified strategic projects pursuant to other Union legislation.

Amendment

(e) prioritise artificial and built surfaces, *degraded land*, industrial sites, *waste sites* and brownfield sites, *based on reliable geospatial databases and assessment tools*, as well as already identified strategic projects pursuant to other Union legislation.

Amendment 91

Proposal for a regulation

Article 25 – paragraph 4 – point a

Text proposed by the Commission

(a) the infrastructural needs of the acceleration *area*;

Amendment

(a) the infrastructural needs of the acceleration *in light of the availability of relevant transport, energy and digital network infrastructure, including multimodal logistics infrastructure, storage facilities and other flexibility tools necessary to support manufacturing activities and resilient supply chains;*

Amendment 92

Proposal for a regulation
Article 25 – paragraph 4 – point a a (new)

Text proposed by the Commission

Amendment

(aa) the availability of water resources and the projected long-term water demand of manufacturing activities within the acceleration area, taking into account existing and foreseeable water stress, competing water uses, and the need to ensure the sustainable management and resilience of water resources;

Amendment 93
Proposal for a regulation
Article 25 – paragraph 4 – point b a (new)

Text proposed by the Commission

Amendment

(ba) the potential to integrate and coordinate industrial activities between energy-intensive industries and net-zero technologies as referred to in Article 4(1) of Regulation (EU) 2024/1735, including through shared infrastructure, related supply chains, clean technology deployment and joint energy-intensive industry and clean technology decarbonisation projects;

Amendment 94
Proposal for a regulation
Article 25 – paragraph 4 – point b b (new)

Text proposed by the Commission

Amendment

(bb) the potential for coordinated planning and shared infrastructure between industrial manufacturing acceleration areas and renewables acceleration areas designated pursuant to Article 15c of Directive (EU) 2018/2001, including the potential for the direct supply of renewable energy, such as thermal, solar or wind, to industrial

manufacturing acceleration areas;

Amendment 95

Proposal for a regulation

Article 25 – paragraph 4 – point c

Text proposed by the Commission

(c) the supply chain needs within the acceleration area and the essential materials, ***particularly secondary materials***, necessary for manufacturing activities;

Amendment

(c) the supply chain needs within the acceleration area and the ***availability of essential materials, the presence of collection, disassembly, repair, reuse, remanufacturing and recycling operations*** necessary for manufacturing;

Amendment 96

Proposal for a regulation

Article 25 – paragraph 4 – point c a (new)

Text proposed by the Commission

Amendment

(ca) the presence of collection, disassembly, repair, reuse, remanufacturing and recycling operations necessary for manufacturing activities;

Amendment 97

Proposal for a regulation

Article 25 – paragraph 4 – point d

Text proposed by the Commission

(d) the feasibility of connecting the acceleration area with sufficient low-carbon energy supply for the acceleration of industrial manufacturing activity;

Amendment

(d) the feasibility of connecting the acceleration area with sufficient low-carbon ***and renewable*** energy supply for the acceleration of industrial manufacturing activity, ***leveraging direct supply of local renewable energy, such as geothermal, solar or wind;***

Amendment 98

Proposal for a regulation

Article 25 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. The Commission shall assist Member States, upon their request, in the designation of industrial manufacturing acceleration areas as referred to in paragraph 3, including by providing guidance on the integration, both in spatial planning and in project development, of practices that have positive effects on the conservation status of local natural habitats and species of wild fauna and flora.

Amendment 99

Proposal for a regulation

Article 26 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) promote the use of Union funding instruments, including the European Competitiveness Fund, and other relevant Union programmes, to support joint energy-intensive industry and clean technology projects located in industrial manufacturing acceleration areas, in particular where such projects combine industrial modernisation or decarbonisation with clean technology deployment, manufacturing scale-up, delivery capacity and the development of related European supply chains;

Amendment 100

Proposal for a regulation

Article 26 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) conduct, and review at least every three years, a comprehensive analysis of the energy needs of each acceleration area and identifying the required energy infrastructure capacity for the proper functioning and development of industrial manufacturing projects located in the

(c) conduct, and review at least every three years, a comprehensive analysis of the **water and** energy needs of each acceleration area and identifying the required **water and** energy infrastructure capacity, **including CO2 transport and storage where relevant**, for the proper

acceleration area.

functioning and development of industrial manufacturing projects located in the acceleration area.

Amendment 101

Proposal for a regulation

Article 26 – paragraph 1 – point e

Text proposed by the Commission

(e) exchange information on relevant supply chains, identify potential bottlenecks, and strengthen coordination between acceleration areas on critical raw materials issues within the framework of the European Critical Raw Materials Board established by Article 35 of Regulation (EU) 2024/1252;

Amendment

(e) exchange information on relevant supply chains, ***provide access to geological and subsurface data***, identify potential bottlenecks, and strengthen coordination between acceleration areas on critical raw materials issues within the framework of the European Critical Raw Materials Board established by Article 35 of Regulation (EU) 2024/1252;

Amendment 102

Proposal for a regulation

Article 26 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) promote the mutual benefits between industrial manufacturing acceleration areas and circular economy infrastructure, in particular the Trans-Regional Circularity Hubs;

Amendment 103

Proposal for a regulation

Article 27 – paragraph 1

Text proposed by the Commission

Amendment

1. For each designated industrial manufacturing acceleration area, Member States shall prepare and issue an aggregated baseline permit authorising industrial activities located within that area. This aggregated baseline permit shall cover the permits and administrative authorisations required for the industrial

1. For each designated industrial manufacturing acceleration area, Member States shall prepare and issue an aggregated baseline permit authorising industrial activities located within that area. This aggregated baseline permit shall cover the permits and administrative authorisations required for the industrial

manufacturing projects located within the acceleration area, excluding those permits that are installation specific.

manufacturing projects located within the acceleration area, excluding those permits **and environmental assessments** that are installation specific.

Amendment 104
Proposal for a regulation
Article 27 – paragraph 2

Text proposed by the Commission

2. Before issuing the aggregated baseline permit referred to in paragraph 1, Member States shall carry out all necessary assessments, including relevant environmental assessments, planning procedures and evaluations applicable at the level of the acceleration area. Member States shall take into account the assessment carried out pursuant to Article 25(5).

Amendment

2. Before issuing the aggregated baseline permit referred to in paragraph 1, Member States shall carry out all necessary assessments, including relevant environmental assessments, ***such as assessments required under Directive 2011/92/EU, including the cumulation of effects referred to in Annex IV and without prejudice to applicable measures referred to in Directive 92/43/EEC, Directive 2009/147/EC, as well as the*** planning procedures and evaluations applicable at the level of the acceleration area. Member States shall take into account the assessment carried out pursuant to Article 25(5).

Amendment 105
Proposal for a regulation
Article 28 – paragraph 1 – point a

Text proposed by the Commission

(a) progress made in achieving the objectives specified in Article 1, particularly on resilience, economic security and decarbonisation of industrial production;

Amendment

(a) progress made in achieving the objectives specified in Article 1, particularly on resilience, economic security, and decarbonisation of industrial production; ***including through reduced greenhouse gas emissions, reduced reliance on fossil fuels, enhanced circularity and the increased availability of low-carbon industrial products;***

Amendment 106

Proposal for a regulation
Article 29 – paragraph 1

Text proposed by the Commission

By [OP: Please insert the date **three** years after the date of entry into force this Regulation], the Commission shall assess the necessity of amending Chapters III and IV. The Commission **may** submit a legislative proposal in order to repeal or amend this Regulation. That review shall be carried out periodically every **three** years after the first review.

Amendment

By [OP: Please insert the date **two** years after the date of entry into force this Regulation], the Commission shall assess the necessity of amending Chapters III and IV **of this Regulation and the shares of low-carbon and Union origin requirements for energy intensive industries in Annex II**. The Commission **shall** submit a legislative proposal in order to repeal or amend this Regulation. That review shall be carried out periodically every **two** years after the first review.

Amendment 107
Proposal for a regulation
Article 29 – paragraph 2

Text proposed by the Commission

When carrying out its review, the Commission shall pay particular attention to the effectiveness of this Regulation and the persistence of the circumstances that have justified the adoption of this Regulation and **to** the necessity to introduce Union origin requirements for products from certain sectors critical to the Union's economic security, notably the building of **ships and of** rail rolling stock.

Amendment

When carrying out its review, the Commission shall pay particular attention to the effectiveness of this Regulation and the persistence of the circumstances that have justified the adoption of this Regulation and **shall at least consider** the necessity to introduce Union origin requirements for products from certain sectors critical to the Union's economic security, notably the building of rail rolling stock, **and civil protection industry, as well as to the extent to which relevant Union funding instruments, including the European Competitiveness Fund, once established, have supported joint energy-intensive industry and clean technology projects and contributed to industrial modernisation, clean technology deployment, manufacturing scale-up and related European supply chains.**

Amendment 108

Proposal for a regulation
Article 30 – paragraph 2

Text proposed by the Commission

2. The power to adopt delegated acts referred to in Articles 8, 9, 10, 16 and **24** shall be conferred on the Commission for an indeterminate period of time from [OP please insert the date = the date of the entry into force of this Regulation].

Amendment

2. The power to adopt delegated acts referred to in Articles **6**, 8, 9, 10, 16 and **24** shall be conferred on the Commission for an indeterminate period of time from [OP please insert the date = the date of the entry into force of this Regulation].

Amendment 109

Proposal for a regulation
Article 30 – paragraph 3

Text proposed by the Commission

3. The delegation of power referred to in Articles 8, 9, 10, 16 and 24 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect on the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment

3. The delegation of power referred to in Articles **6**, 8, 9, 10, 16 and 24 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect on the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment 110

Proposal for a regulation
Article 30 – paragraph 6

Text proposed by the Commission

6. A delegated act adopted pursuant to Articles 8, 9, 10, 16 and **24** shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that

Amendment

6. A delegated act adopted pursuant to Articles **6**, 8, 9, 10, 16 and **24** shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that

period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Amendment 111

Proposal for a regulation

Article 34 – paragraph 1 – point 3 – point a

Regulation (EU)2024/1735

Article 25 – paragraph 1

Text proposed by the Commission

1. For public procurement procedures falling within the scope of Directive 2014/23/EU, 2014/24/EU or 2014/25/EU, where contracts have net-zero technologies listed in Article 4(1), points (a) to **(d)**, (h) and (i), of this Regulation as part of their subject matter, or in the case of works contracts and works concessions including said technology, contracting authorities and contracting entities shall apply minimum mandatory requirements regarding environmental sustainability established in the implementing act referred to in paragraph 5 of this Article.;

Amendment

1. For public procurement procedures falling within the scope of Directive 2014/23/EU, 2014/24/EU or 2014/25/EU, where contracts have net-zero technologies listed in Article 4(1), points (a) to **(e)**, (h), **(k)**, **(l)** and (i), of this Regulation as part of their subject matter, or in the case of works contracts and works concessions including said technology, contracting authorities and contracting entities shall apply minimum mandatory requirements regarding environmental sustainability established in the implementing act referred to in paragraph 5 of this Article.;

Amendment 112

Proposal for a regulation

Article 34 – paragraph 1 – point 4

Regulation (EU) 2024/1735

Article 25a – paragraph 3 – point d

Text proposed by the Commission

(d) their application would lead to significant delays to the delivery of the project due to the unavailability of the required components or final products. Estimated delays in excess of **seven** months, based on objective, transparent and verifiable data, may be presumed to be significant.

Amendment

(d) their application would lead to significant delays to the delivery of the project due to the unavailability of the required components or final products. Estimated delays in excess of **twelve** months, based on objective, transparent and verifiable data, may be presumed to be significant.

Amendment 113

Proposal for a regulation

Article 34 – paragraph 1 – point 5 – point b – paragraph 1

Regulation (EU) 2024/1735

Article 26 – paragraph 1 – introductory part

Text proposed by the Commission

When designing auctions for net-zero technologies listed in Article 4(1), **points (a) to (g), (i) and (j)**, Member states shall include:’

Amendment

When designing auctions for net-zero technologies listed in Article 4(1), Member states shall include:’

Amendment 114

Proposal for a regulation

Article 34 – paragraph 1 – point 5 – point f

Regulation (EU) 2024/1735

Article 26 – paragraph 5

Text proposed by the Commission

‘5. Member States shall not be required to apply one or several of the pre-qualification and award criteria laid down in paragraph 1, points (a), (i), (ii) and (iii), and paragraph 1, point (b), where the application of those criteria would result in disproportionate costs or in significant delays to the delivery of the project due to the unavailability of the required components or final products. Estimated cost differences in excess of 20% per auction, based on objective and verifiable data, may be presumed by Member States to be disproportionate. Delays in excess of **seven** months, based on objective, transparent and verifiable data, may be presumed to be significant.’

Amendment

‘5. Member States shall not be required to apply one or several of the pre-qualification and award criteria laid down in paragraph 1, points (a), (i), (ii) and (iii), and paragraph 1, point (b), where the application of those criteria would result in disproportionate costs or in significant delays to the delivery of the project due to the unavailability of the required components or final products. Estimated cost differences in excess of 20% per auction, based on objective and verifiable data, may be presumed by Member States to be disproportionate. Delays in excess of **twelve** months, based on objective, transparent and verifiable data, may be presumed to be significant.’

Amendment 115

Proposal for a regulation

Article 34 – paragraph 1 – point 6

Regulation (EU) 2024/1735

Article 28c – paragraph 2 – point c

Text proposed by the Commission

(c) their application would jeopardise the project or lead to significant delays to the delivery of the project due to the unavailability of the required components or final products. Delays in excess of **seven** months, based on objective, transparent and verifiable data, may be presumed to be significant.

Amendment

(c) their application would jeopardise the project or lead to significant delays to the delivery of the project due to the unavailability of the required components or final products. Delays in excess of **twelve** months, based on objective, transparent and verifiable data, may be presumed to be significant.

Amendment 116

Proposal for a regulation

Article 34 – paragraph 1 – point 6

Regulation (EU) 2024/1735

Article 28h – paragraph 2 – introductory part

Text proposed by the Commission

2. The Commission is empowered to adopt delegated acts to supplement Annex II with Union origin requirements for additional specific net-zero technology final products referred to in Article 4(1), **points (g), (h), (j), (k), (n), (p), and (s), as well as solar thermal technologies referred to in Article 4(1), point (a), nuclear fuel cycle technologies referred to in Article 4(1), point (i), and electric propulsion technologies for transport referred to in Article 4(1), point (r)**, which shall be required in accordance with Articles 25a, 26, 28a and 28c. In doing so, the Commission shall take the following into account:

Amendment

2. The Commission is empowered to adopt delegated acts to supplement Annex II with Union origin requirements for additional specific net-zero technology final products referred to in Article 4(1), which shall be required in accordance with Articles 25a, 26, 28a and 28c. In doing so, the Commission shall take the following into account:

Amendment 117

Proposal for a regulation

Article 34 – paragraph 1 – point 6

Regulation (EU) 2024/1735

Article 28h – paragraph 2 – point b

Text proposed by the Commission

(b) the contribution of the requirements to the Union's objective of **public order**, economic security, resilience and climate

Amendment

(b) the contribution of the requirements to the Union's objective of economic security, resilience, **resource efficiency**,

neutrality;

environmental protection and climate
neutrality;

Amendment 118
Proposal for a regulation
Annex I – point 1 – point b

Text proposed by the Commission

Amendment

**(b) Manufacture of coke and refined
petroleum products, as classified under
NACE Code C19;**

deleted

Amendment 119
Proposal for a regulation
Annex I – point 1 – point f a (new)

Text proposed by the Commission

Amendment

**(fa) Joint energy-intensive and clean
technology decarbonisation projects
referred to in article 3 paragraph 3;**

Amendment 120
Proposal for a regulation
Annex I – point 1 – point f b (new)

Text proposed by the Commission

Amendment

**(fb) New shipbuilding, ship repair, ship
maintenance and maritime equipment
manufacturing activities as classified
under NACE Code C30.1 - Building of
ships and boats; C30.1.1 - Building of
ships and floating structure; C33.1.5 -
Repair and maintenance of ships and
boats;**

Amendment 121
Proposal for a regulation
Annex I – point 1 – point f c (new)

Text proposed by the Commission

Amendment

(fc) The circular economy as classified under NACE Code E38 – Waste collection, treatment and disposal, materials recovery, and NACE Code C22 / C24 / C25 – Manufacturing using recycled inputs.

Amendment 122
Proposal for a regulation
Annex II – Part I – paragraph 1 – point a

Text proposed by the Commission

(a) Steel, and any product the performance of which depends mainly on steel, intended for use in buildings, infrastructure and motor vehicles for civil purposes: at least **25%** of the total volume of steel used shall be low-carbon;

Amendment

(a) Steel, and any product the performance of which depends mainly on steel, intended for use in buildings infrastructure and motor vehicles for civil purposes: at least **50%** of the total volume of steel used shall be ***both*** low-carbon ***and of Union Origin***; ***Only steel that has been originally melted and poured within the Union, in accordance with Regulation (EU) 2025/0726 shall qualify as being of Union origin***;

Amendment 123
Proposal for a regulation
Annex II – Part I – paragraph 1 – point b

Text proposed by the Commission

(b) concrete and mortar, and any product the performance of which depends mainly on concrete and mortar, intended for use in buildings and infrastructure for civil purposes: at least **5%** of the total volume of concrete and mortar used, including ***the clinker and cement*** used to produce them, shall be low-carbon and of Union origin;

Amendment

(b) concrete and mortar, and any product the performance of which depends mainly on concrete and mortar, intended for use in buildings and infrastructure for civil purposes: ***by [OP: Please insert the date entry into force of this Regulation]*** at least **20%** of the total volume of concrete and mortar used, including ***all materials*** used to produce them, shall be low-carbon and of Union origin ***of which a minimum of 10% should come from recycled content***; ***by [OP: Please insert the date = 3 years after entry into force of this Regulation]*** **30% of the total volume of concrete and mortar used, including all materials used to produce them, shall be**

low-carbon and of Union origin of which a minimum of 15% should come from recycled content;; by [OP: Please insert the date = 5 years after entry into force of this Regulation] 50% of the total volume of concrete and mortar used, including all materials used to produce them, shall be low-carbon and of Union origin of which a minimum of 25% should come from recycled content;

Amendment 124
Proposal for a regulation
Annex II – Part I – paragraph 1 – point c

Text proposed by the Commission

(c) aluminium, and any product the performance of which depends mainly on aluminium, intended for use in buildings, infrastructure and motor vehicles for civil purposes: at least **25%** of the total volume of aluminium used shall be low-carbon and of Union origin.

Amendment

(c) aluminium, and any product the performance of which depends mainly on aluminium, intended for use in buildings, infrastructure and motor vehicles for civil purposes: at least **40%** of the total volume of aluminium used shall be low-carbon and of Union origin. ***For aluminium products, aluminium components and assembled final products containing aluminium, subsequent processing operations, including rolling, extrusion, forging, coating, drawing, forming, machining, welding or assembly, shall not be sufficient to confer Union origin on aluminium that does not meet that requirement.***

Amendment 125
Proposal for a regulation
Annex II – Part II – point a

Text proposed by the Commission

(a) steel, and any product the performance of which depends ***primarily*** on steel : at least **25%** of the total volume of steel used ***in the product or project that receives support*** shall be low-carbon;

Amendment

(a) steel, and any product the performance of which depends ***mainly*** on steel, ***intended for use in buildings, NZIA technologies infrastructure and motor vehicles for civil purposes***: at least **50%** of the total volume of steel used shall be ***both*** low-carbon ***and of Union Origin; Only***

steel that has been originally melted and poured within the Union, in accordance with Regulation (EU) 2025/0726 shall qualify as being of Union origin;

Amendment 126
Proposal for a regulation
Annex II – Part II – point b

Text proposed by the Commission

(b) concrete and mortar, and any product the performance of which depends mainly on concrete and mortar: at least **5%** of the total volume of concrete and mortar used, including *the clinker and cement* used to produce them, *in the product or project that receives support* shall be low-carbon and of Union origin;

Amendment

(b) concrete and mortar, and any product the performance of which depends mainly on concrete and mortar, *intended for use in buildings and infrastructure for civil purposes: by [OP: Please insert the date entry into force of this Regulation]* at least **20%** of the total volume of concrete and mortar used, including *all materials* used to produce them, shall be low-carbon and of Union origin *of which a minimum of 10% should come from recycled content; by [OP: Please insert the date = 3 years after entry into force of this Regulation]* **30%** of the total volume of concrete and mortar used, including *all materials used to produce them*, shall be low-carbon and of Union origin *of which a minimum of 15% should come from recycled content;; by [OP: Please insert the date = 5 years after entry into force of this Regulation]* **50%** of the total volume of concrete and mortar used, including *all materials used to produce them*, shall be low-carbon and of Union origin *of which a minimum of 25% should come from recycled content;*

Amendment 127
Proposal for a regulation
Annex II – Part II – point c

Text proposed by the Commission

(c) aluminium, and any product the performance of which depends mainly on aluminium: at least **25%** of the total

Amendment

(c) aluminium, and any product the performance of which depends mainly on aluminium: at least **40%** of the total

volume of aluminium used in the product or project that receives support shall be low-carbon and of Union origin.

volume of aluminium used in the product or project that receives support shall be low-carbon and of Union origin. ***For aluminium products, aluminium components and assembled final products containing aluminium, subsequent processing operations, including rolling, extrusion, forging, coating, drawing, forming, machining, welding or assembly, shall not be sufficient to confer Union origin on aluminium that does not meet that requirement;***

Amendment 128
Proposal for a regulation
Annex III – Part I – paragraph 1

Text proposed by the Commission

New pure electric vehicles (PEV), ***off-vehicle charging hybrid electric vehicles (OVC-HEV)*** or fuel cell vehicles (FCV) purchased, leased, rented or hire-purchased in public procurement procedures that fall within the scope of Directive 2014/24/EU, or Directive 2014/25/EU, launched on or after [OP: Please insert the date = six months after the date of entry into force of this Regulation] shall comply with the Union origin requirements set out in this Annex.

Amendment

New pure electric vehicles (PEV) or fuel cell vehicles (FCV) purchased, leased, rented or hire-purchased in public procurement procedures that fall within the scope of Directive 2014/24/EU, or Directive 2014/25/EU, launched on or after [OP: Please insert the date = six months after the date of entry into force of this Regulation] shall comply with the Union origin requirements set out in this Annex.

Amendment 129
Proposal for a regulation
Annex III – Part I – paragraph 2

Text proposed by the Commission

New PEV, ***OVC-HEV*** and FCV that are used for the provision of services sourced through public procurement procedures that fall within the scope of Directive 2014/24/EU, or Directive 2014/25/EU, shall comply with the Union origin requirements set out in this Annex.

Amendment

New PEV and FCV that are used for the provision of services sourced through public procurement procedures that fall within the scope of Directive 2014/24/EU, or Directive 2014/25/EU, shall comply with the Union origin requirements set out in this Annex.

Amendment 130
Proposal for a regulation
Annex III – Part I – paragraph 3 – point b

Text proposed by the Commission

(b) the ratio between the total ex-works price of vehicle components - excluding the vehicle battery - originating in the Union and the total ex-works price of all components – excluding the battery – is at least **70%**;

Amendment

(b) the ratio between the total ex-works price of vehicle components - excluding the vehicle battery - originating in the Union and the total ex-works price of all components – excluding the battery – is at least **80%**. ***For the purpose of this calculation, the value of materials used for the production of those components, in particular materials covered under Annex I or II, shall be taken into account and shall be considered as originating in the Union only where those materials are produced in the Union;***

Amendment 131
Proposal for a regulation
Annex III – Part I – paragraph 3 – point c

Text proposed by the Commission

(c) the vehicle's traction battery contains at least **three** main specific components of batteries, among which the battery cells, originating in the Union;

Amendment

(c) the vehicle's traction battery contains at least **four** main specific components of batteries, among which the battery cells ***or the cathode active materials***, originating in the Union;

Amendment 132
Proposal for a regulation
Annex III – Part I – paragraph 3 – point d

Text proposed by the Commission

(d) the vehicle's traction battery contains at least **five** main specific components of batteries, among which the battery cells, the cathode active material, and the battery management system, originating in the Union;

Amendment

(d) the vehicle's traction battery contains at least **six** main specific components of batteries, among which the battery cells, the cathode active material ***(including calcination and active material formation)***, and the battery management system, originating in the Union;

Amendment 133
Proposal for a regulation
Annex III – Part I – paragraph 3 – point d a (new)

Text proposed by the Commission

Amendment

(da) the vehicle's traction battery contains precursor cathode active materials (including battery-grade transition-metal precursor compounds), anode active materials, and recycled materials (black mass from EU production scrap or EU end-of-life batteries) originating in the Union, verified pursuant to the rules on the calculation, declaration and traceability of recycled content under Regulation (EU) 2023/1542;

Amendment 134
Proposal for a regulation
Annex III – Part I – paragraph 3 – point d b (new)

Text proposed by the Commission

Amendment

(db) lithium, nickel, cobalt and natural graphite contained in the vehicle's traction battery have been processed in the Union or in a country listed in the list of partner countries set out according to Article 8;

Amendment 135
Proposal for a regulation
Annex III – Part I – paragraph 3 – point e

Text proposed by the Commission

Amendment

(e) the ratio between the total ex-works price of e-powertrain components originating in the Union and the total ex-works price of all e-powertrain components is at least **50%**;

(e) the ratio between the total ex-works price of e-powertrain components, ***including electrical steels***, originating in the Union and the total ex-works price of all e-powertrain components is at least **80%**;

Amendment 136

Proposal for a regulation
Annex III – Part I – paragraph 4 a (new)

Text proposed by the Commission

Amendment

The requirements set out in points (da) and (db) shall apply from [OP: please insert date 5 years after the date of entry into force of this Regulation].

Amendment 137
Proposal for a regulation
Annex III – Part I – paragraph 4 b (new)

Text proposed by the Commission

Amendment

Compliance with the listed battery components and raw materials shall be demonstrated through the EU Battery Passport in addition to the certificate of conformity.

Amendment 138
Proposal for a regulation
Annex III – Part I – paragraph 5 – point 2 – introductory part

Text proposed by the Commission

Amendment

2. and ***one of*** the two criteria below:

2. and the two criteria below ***shall apply cumulatively:***

Amendment 139
Proposal for a regulation
Annex III – Part I – paragraph 5 – point 2 – point a

Text proposed by the Commission

Amendment

(a) the ratio between the total ex-works price of vehicle components - excluding the vehicle battery - originating in the Union and the total ex-works price of all vehicle components – excluding the battery – is equal to or greater than ***70%; or***

(a) the ratio between the total ex-works price of vehicle components – excluding the vehicle battery – originating in the Union and the total ex-works price of all vehicle components – excluding the battery – is equal to or greater than ***80%;***

Amendment 140

Proposal for a regulation

Annex III – Part I – paragraph 5 – point 2 – point b

Text proposed by the Commission

(b) the vehicle's traction battery contains at least **three** main specific components of batteries, among which the battery cells, originating in the Union.

Amendment

(b) **and** the vehicle's traction battery contains at least **five** main specific components of batteries, among which the battery cells, originating in the Union.

Amendment 141

Proposal for a regulation

Annex III – Part I – paragraph 5 – point 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) the ratio between the total ex-works price of e-powertrain components originating in the Union and the total ex-works price of all e-powertrain components is at least 80%;

Amendment 142

Proposal for a regulation

Annex III – Part I – paragraph 6

Text proposed by the Commission

Upon request of a vehicle manufacturer, all PEV, **OVC-HEV** or FCV from that vehicle manufacturer can be considered compliant, for a period of twelve months, with the Union origin requirements if the manufacturer demonstrates that the total number of all PEV, **OVC-HEC** or FCV vehicles compliant with the Union origin requirements that were assembled by that vehicle manufacturer during the period comprised between 1 January and 31 December (included) of the previous year represent a percentage equal or greater than 85% of the total number of PEV, **OVC-HEV** or FCV from the same vehicle manufacturer that were registered within the Union in the same period.

Amendment

Upon request of a vehicle manufacturer, all PEV or FCV from that vehicle manufacturer can be considered compliant, for a period of twelve months, with the Union origin requirements if the manufacturer demonstrates that the total number of all PEV or FCV vehicles compliant with the Union origin requirements that were assembled by that vehicle manufacturer during the period comprised between 1 January and 31 December (included) of the previous year represent a percentage equal or greater than 85% of the total number of PEV or FCV from the same vehicle manufacturer that were registered within the Union in the same period.

Amendment 143
Proposal for a regulation
Annex III – Part II – paragraph 1

Text proposed by the Commission

For schemes established or updated after [OP: Please insert the date = six months after the date of entry into force of this Regulation] that support the purchase, lease, rent or hire-purchase of new PEV, **OVC-HEV** or FCV, Member States, regional or local authorities, bodies governed by public law or associations formed by one or more such authorities or one or more such bodies governed by public law shall ensure that only vehicles that comply with the below minimum Union origin requirements are eligible under the scheme.

Amendment

For schemes established or updated after [OP: Please insert the date = six months after the date of entry into force of this Regulation], that support the purchase, lease, rent or hire-purchase of new PEV or FCV, Member States, regional or local authorities, bodies governed by public law or associations formed by one or more such authorities or one or more such bodies governed by public law shall ensure that only vehicles that comply with the below minimum Union origin requirements are eligible under the scheme.

Amendment 144
Proposal for a regulation
Annex III – Part II – paragraph 2 – point b

Text proposed by the Commission

(b) the ratio between the total ex-works price of vehicle components - excluding the vehicle battery - originating in the Union and the total ex-works price of all vehicle components – excluding the battery – is **equal to or greater than 70%**;

Amendment

(b) the ratio between the total ex-works price of vehicle components – excluding the vehicle battery – originating in the Union and the total ex-works price of all vehicle components – excluding the battery – is **at least 80%. For the purpose of this calculation, the value of materials used for the production of those components, in particular materials covered under Annex I or II, shall be taken into account and shall be considered as originating in the Union only when those materials are produced in the Union;**

Amendment 145
Proposal for a regulation
Annex III – Part II – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) the vehicle's traction battery contains at least **three** main specific components of batteries, among which the battery cells, originating in the Union;

(c) the vehicle's traction battery contains at least **four** main specific components of batteries, among which the battery cells **or the cathode active material**, originating in the Union;

Amendment 146

Proposal for a regulation

Annex III – Part II – paragraph 2 – point d

Text proposed by the Commission

(d) the vehicle's traction battery contains at least **five** main specific components of batteries, among which the battery cells, the cathode active material, and the battery management system, originating in the Union;

Amendment

(d) the vehicle's traction battery contains at least **six** main specific components of batteries, among which the battery cells, the cathode active material **(including calcination and active material formation)**, and the battery management system, originating in the Union;

Amendment 147

Proposal for a regulation

Annex III – Part II – paragraph 2 – point e

Text proposed by the Commission

(e) the ratio between the total ex-works price of e-powertrain components originating in the Union and the total ex-works price of all e-powertrain components is equal to or greater than **50%**;

Amendment

(e) the ratio between the total ex-works price of e-powertrain components, **including electrical steels**, originating in the Union and the total ex-works price of all e-powertrain components is equal to or greater than **80%**;

Amendment 148

Proposal for a regulation

Annex III – Part II – paragraph 2 – point f a (new)

Text proposed by the Commission

Amendment

(fa) the vehicle's traction battery contains precursor cathode active materials (including battery-grade transition-metal precursor compounds), anode active materials, and recycled materials (black mass from EU production scrap or EU end-of-life

batteries) originating in the Union;

Amendment 149

Proposal for a regulation

Annex III – Part II – paragraph 2 – point f b (new)

Text proposed by the Commission

Amendment

(fb) lithium, nickel, cobalt and natural graphite contained in the vehicle's traction battery have been processed in the Union or in a country listed in the list of partner countries set out according to Article 8.

Amendment 150

Proposal for a regulation

Annex III – Part II – paragraph 3 a (new)

Text proposed by the Commission

Amendment

The requirements set out in points (fa) and (fb) shall apply from [OP: please insert date 5 years after the date of entry into force of this Regulation].

Amendment 151

Proposal for a regulation

Annex III – Part II – paragraph 3 b (new)

Text proposed by the Commission

Amendment

Compliance with the listed battery components and raw materials shall be demonstrated through the EU Battery Passport in addition to the certificate of conformity.

Amendment 152

Proposal for a regulation

Annex III – Part II – paragraph 4 – point 2 – introductory part

Text proposed by the Commission

Amendment

2. **one of** the two criteria below:

2. **and** the two criteria below **shall apply cumulatively**:

Amendment 153

Proposal for a regulation

Annex III – Part II – paragraph 4 – point 2 – point a

Text proposed by the Commission

(a) the ratio between the total ex-works price of vehicle components - excluding the vehicle battery - originating in the Union and the total ex-works price of all vehicle components – excluding the battery – is equal to or greater than **70%**; **or**

Amendment

(a) the ratio between the total ex-works price of vehicle components – excluding the vehicle battery – originating in the Union and the total ex-works price of all vehicle components – excluding the battery – is equal to or greater than **80%**;

Amendment 154

Proposal for a regulation

Annex III – Part II – paragraph 4 – point 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) the ratio between the total ex-works price of e-powertrain components originating in the Union and the total ex-works price of all e-powertrain components is at least 80%;

Amendment 155

Proposal for a regulation

Annex III – Part II – paragraph 5

Text proposed by the Commission

Upon request of a vehicle manufacturer, all PEV, **OVC-HEV** or FCV from that vehicle manufacturer can be considered compliant, for a period of twelve months, with the Union origin requirements if the manufacturer demonstrates that all PEV, **OVC-HEV** or FCV compliant with the Union origin requirements that were assembled by that vehicle manufacturer during the period comprised between 1 January and 31 December (included) of the previous year represent a percentage equal or greater than

Amendment

Upon request of a vehicle manufacturer, all PEV or FCV from that vehicle manufacturer can be considered compliant, for a period of twelve months, with the Union origin requirements if the manufacturer demonstrates that all PEV or FCV compliant with the Union origin requirements that were assembled by that vehicle manufacturer during the period comprised between 1 January and 31 December (included) of the previous year represent a percentage equal or greater than

85% of the total number of PEV, ***OVC-HEV*** or FCV from the same vehicle manufacturer that were registered within the Union in the same period.

85% of the total number of PEV or FCV from the same vehicle manufacturer that were registered within the Union in the same period.

Amendment 156

Proposal for a regulation

Annex III – Part III – paragraph 1 – point 2 – introductory part

Text proposed by the Commission

Amendment

2. and one of the two criteria below:

2. and one of the two criteria below
shall apply cumulatively:

Amendment 157

Proposal for a regulation

Annex III – Part III – paragraph 1 – point 2 – point a

Text proposed by the Commission

Amendment

(a) the ratio between the total ex-works price of vehicle components - excluding the vehicle battery - originating in the Union and the total ex-works price of all vehicle components – excluding the battery – is equal to or greater than ***70%***; ***or***

(a) the ratio between the total ex-works price of vehicle components – excluding the vehicle battery – originating in the Union and the total ex-works price of all vehicle components – excluding the battery – is equal to or greater than ***80%***;

Amendment 158

Proposal for a regulation

Annex III – Part III – paragraph 1 – point 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) the ratio between the total ex-works price of e-powertrain components originating in the Union and the total ex-works price of all e-powertrain components is at least 80%;

Amendment 159

Proposal for a regulation

Annex III a (new)

Text proposed by the Commission

Amendment

Annex III a

Low-carbon and Union origin requirements for other sectors

For maritime manufacturing industries, specific minimum levels of European content, a list of strategic equipment and technologies for which EU-origin sourcing is required, and minimum percentages of low-carbon materials required as conditions of eligibility under public procurement and public support schemes shall be assessed, on a sector-by-sector basis, taking into account the level of reciprocity, the effectiveness of enforcement, and the existence of market distortions resulting from State support measures in the third country concerned.

Such requirements shall be decided by delegated act adopted by the European Commission.

ANNEX: DECLARATION OF INPUT

Pursuant to Article 8 of Annex I to the Rules of Procedure, the Chair in her capacity as rapporteur for opinion declares that she included in her opinion input on matters pertaining to the subject of the file that she received, in the preparation of the opinion, from the following interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register¹, or from the following representatives of public authorities of third countries, including their diplomatic missions and embassies:

1. Interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register
Renault
Fédération des Industries Mécaniques
European Association of Automotive Suppliers
PFA - Filière Automobile & Mobilités
Fleet Cards Europe
Confédération des Petites et Moyennes Entreprises
Union des Industries et Métiers de la Métallurgie
European Waste Management Association
VICAT S.A.
European Aluminium AISBL
European Construction Industry Federation
Groupeement des Industries de Construction et Activités Navales
Fédération Nationale des Travaux Publics
Alliance Minerais, Minéraux, Métaux
European Automobile Manufacturers' Association
2. Representatives of public authorities of third countries, including their diplomatic missions and embassies
None

The list above is drawn up under the exclusive responsibility of the rapporteur for opinion.

Where natural persons are identified in the list by their name, by their function or by both, the rapporteur for opinion declares that she has submitted to the natural persons concerned the European Parliament's Data Protection Notice No 484 (<https://www.europarl.europa.eu/data-protect/index.do>), which sets out the conditions applicable to the processing of their personal data and the rights linked to that processing.

¹ Interinstitutional Agreement of 20 May 2021 between the European Parliament, the Council of the European Union and the European Commission on a mandatory transparency register (OJ L 207, 11.6.2021, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2021/611/oj).

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Establishing a framework of measures for the acceleration of industrial capacity and decarbonisation in strategic sectors and amending Regulations (EU) 2018/1724, (EU) 2024/1735 and (EU) 2024/3110		
References	COM(2026)0100 – C10-0067/2026 – 2026/0068(COD)		
Committee(s) responsible Date announced in plenary	INTA 30.4.2026	ITRE 30.4.2026	IMCO 30.4.2026
Opinion by Date announced in plenary	ENVI 30.4.2026		
Rapporteur for opinion Date appointed	Mathilde Androuët 26.5.2026		
Discussed in committee	6.7.2026		
Date adopted	5.10.2026		
Result of final vote	+: 54 -: 9 0: 12		

FINAL VOTE BY ROLL CALL BY THE COMMITTEE ASKED FOR OPINION

54	+
PPE	Wouter Beke, Ioan-Rareș Bogdan, Gheorghe Falcă, Radan Kanev, Stefan Köhler, András Tivadar Kulja, Lídia Pereira, Oliver Schenk, Ingeborg Ter Laak, Dimitris Tsiodras
PfE	Mathilde Androuët, Barbara Bonte, Marie-Luce Brasier-Clain, Valérie Deloge, Mélanie Disdier, Catherine Griset, Fabrice Leggeri, Pierre Pimpie, Julie Rechagneux, Séverine Werbrouck
Renew	Grégory Allione, Stine Bosse, Pascal Canfin, Gerben-Jan Gerbrandy, Martin Hojsík, Emma Wiesner, Michal Wiezik
S&D	Vytėnas Povilas Andriukaitis, Sakis Arnaoutoglou, Thomas Bajada, Biljana Borzan, Delara Burkhardt, Mohammed Chahim, Christophe Clergeau, Annalisa Corrado, Javi López, César Luena, Pierfrancesco Maran, Alessandra Moretti, Günther Sidl, Marta Temido, Kristian Vigenin
The Left	Lynn Boylan, Per Clausen, Emma Fourreau, Anja Hazekamp, Catarina Martins
Verts/ALE	Martin Häusling, Pär Holmgren, Ignazio Roberto Marino, Tilly Metz, Rasmus Nordqvist, Jutta Paulus, Lena Schilling

9	-
ECR	Sergio Berlato, Pietro Fiocchi, Paolo Inselvini, Michele Picaro, Sander Smit, Beatrice Timgren, Aurelijus Veryga
PPE	Monika Hohlmeier, Andrea Wechsler

12	0
ESN	Anja Arndt, Ivan David, Marc Jongen
NI	Ondřej Dostál, Kateřina Konečná
PPE	Alexander Bernhuber, Zala Černilec Tomašič, Niels Flemming Hansen, Jessica Polfjård, Manuela Ripa
PfE	Jana Nagyová
S&D	Heléne Fritzon

Key to symbols:

+ : in favour

- : against

0 : abstention